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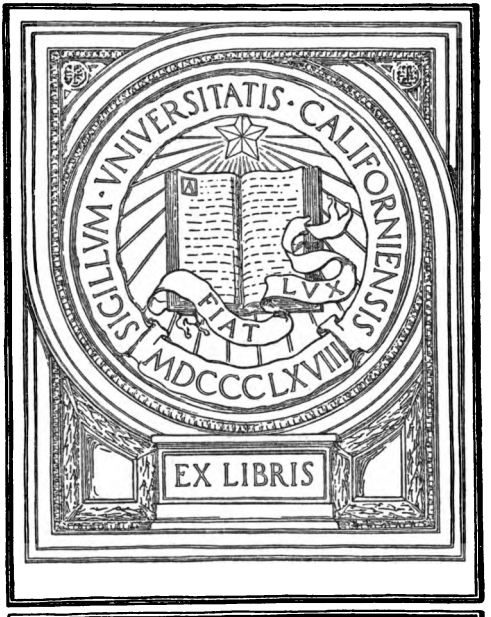

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WISCONSIN

AND

ITS RESOURCES;

WITH

LAKE SUPERIOR,

ITS COMMERCE AND NAVIGATION.

INCLUDING

A TRIP UP THE MISSISSIPPI, AND A CANOE VOYAGE
ON THE ST. CROIX AND BRULÉ RIVERS
TO LAKE SUPERIOR.

TO WHICH ARE APPENDED,

THE CONSTITUTION OF THE STATE, WITH THE
ROUTES OF THE PRINCIPAL RAILROADS,
LIST OF POST-OFFICES, ETC.

WITH ILLUSTRATONS AND AUTHENTIC MAPS OF WISCONSIN AND THE REGION OF LAKE SUPERIOR.

BY

JAMES S. RITCHIE.

THIRD REVISED EDITION.

PHILADELPHIA:
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TO THOSE

UPON WHOSE FUTURE EFFORTS

MUST DEPEND THE WELFARE OF THEIR STATE

AND

HER POSITION AND INFLUENCE IN THIS GREAT CONFEDERACY,

THE YOUNG MEN OF WISCONSIN,

THIS EFFORT TO DEVELOP HER RESOURCES,

AND

INCREASE HER POWER,

Is Respectfully Inscribed by their Friend,

THE AUTHOR.

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PREFACE

TO

THE SECOND EDITION.

THE preparation of the following pages was undertaken, in consequence of a strong impression left upon the mind of the author, after several tours through Wisconsin, that the advantages afforded by that rapidly increasing State were very insufficiently known. With a desire to afford correct information, much pains have been taken to obtain, from undoubted authority, those statistics which disclose the true character of her soil, climate, and resources. He has endeavored to bring within a moderate space, such a knowledge of the advantages presented by Wisconsin, as should induce the worthy and enterprising settler to find a happy home within her borders.

For many of the statements made, the author is enabled to refer to the testimony of intelligent farmers residing on the shores of Lake Superior and in other

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sections of the country. He is also greatly indebted to the press throughout the State, for the kind manner in which his inquiries have been replied to. He desires to acknowledge the favors received from Lyman C. Draper, Esq., Secretary of the Historical Society, and returns his thanks to Andrew J. Aiken, Esq., Secretary of the Board of Trade of Milwaukee, for the assistance so kindly proffered.

The value of the work is much enhanced by the correct manner in which the maps accompanying it have been engraved by Mr. J. L. Hazzard, of Philadelphia. The author is also greatly indebted to Captains Tompkins, Spalding, Turner, and Sweet, for the use of their charts and corrections of the Map of Lake Superior; and to Hon. Oswald Thompson, of Pennsylvania, Hon. Jesse D. Bright, of Indiana, and Gen. Henry Dodge, of Wisconsin, for valuable statistical information. That the work is free from errors can hardly be expected. The author can only say that he has earnestly endeavored to make it so.

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INTRODUCTION.

When the Israelites of old approached their promised Canaan, with a laudable curiosity to know what kind of a territory had been given to them for an inheritance, but for which they were yet to fight — they sent forth trusty men to spy out the land, and anxiously awaited their report. Had there been found on that side of Jordan a book, which fully and truly described the plain and the valley, the mountain and the high places of their future home, how eagerly would they have perused its descriptions of grandeur, and its scenes of peaceful repose?

Every American settler has his Jordan to pass, and his land of promise in the distance; but with many advantages over those same old Israelites — he does not go with an army with banners — he has no Jebusite to drive away; scarce a solitary red-skin is left to add the picturesque to the landscape — all have disappeared before the marvellous approach of the pale faces. He goes to enter upon a peaceful heritage; and he may carry in his hand, as he sits in the rail car, or upon the lofty deck of the gallant steamer, a full and perfect description of the very spot towards which he is making his rapid journey. Is he a sturdy son of the soil, seeking for some fertile region where, by the strength of his lusty arms, he intends to compel the virgin earth, thus roughly wooed, to bring forth her first fruits? He can at once learn, by what soft murmuring stream, whose banks are clad with verdure, he may, with the fairest prospect of success, erect his simple cottage, soon with industry and care, to become the extensive farm house, and the home of a prospering and happy family. Where are those glorious prairies, whose deep, dark mould, turned by the glittering ploughshare, in a single year returns a harvest which repays both for outlay and for labor? The description is before him, he has but to read and to rejoice.

Is the traveller one whose object is to delve into the bosom of the earth in search of her more deeply hidden treasures? Inquirers have preceded him also, and he may learn where have already been discovered mines of mineral wealth, accessible, and wanting only the spirit of enterprise for their full and rich development. Does the merchant seek for a location where a prosperous business may be rapidly concentrated. He, too, may read of the situations inviting trade and commerce, where the great inland sea bathes with its swelling floods, site after site, upon which ere long must stand the noble city, or where the Father of Waters sweeps by, bearing to the distant sea port the gallant steamer, which conveys the products of the land to exchange for those of other climes.

Nor will the adventurer, who desires to launch his bark on a rising

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tide, and, by judicious investment in a growing country, to take advantage of all that energy and enterprise which point the road to fortune, seek in vain. He also can discover, where are to be found the new and growing village—the more ambitious city, where already town lots have assumed a value foot per foot—or the region whose rapidly increasing population is bringing the more distant farm land into immediate agricultural demand.

All this has been done for neighboring States, why shall it not be done for Wisconsin? Why shall her glorious situation be permitted to remain unknown, until sought for with painful scrutiny upon perhaps an inaccurate, certainly upon an antiquated map?

Why should her climate, second to none, in healthfulness, and already proved to be, along her northern shores, as pure as that of Upper Egypt, not be mentioned to the invalid, to whose suffering frame it would impart renewed health? Or her soil, whose depth and richness are such as to encourage industry and enterprise, not be brought to the attention of the agriculturist?

May not the strong impressions, left upon the mind, in repeated journeys over the wide-spread commonwealth, be told for the benefit of others?

The position of Wisconsin, is certainly second to that of no State in the American Union—of ample size, and embracing every variety of surface; her boundaries seem prescribed by nature, and are suited to insure the most perfect development of her natural advantages. On the east, the waters of Lake Michigan bound her shores for a distance of nearly two hundred miles, affording many noble harbors, from which a commerce, sustained from her vast internal resources, must at no distant day be carried on. Lake Superior washes her northern shores for one hundred and fifty miles; and there, enterprise has begun to lay out cities, and has already discovered rich mines of mineral products, which, in quantity and quality, are unequalled in the world. This Inland Sea affords a commercial high road to the Atlantic, which may yield competition, to the now rapidly growing facilities of railroad transportation.

The Father of Waters rolls upon her western limits, giving a steamboat navigation for a distance of three hundred and fifty miles within her borders. Has any other State, or any other country, a more adtageous position? To this belongs an interior of diversified character, irrigated by numerous streams, which discharge their waters on either side into the Mississippi or Lake Michigan, and studded with lakes which add beauty, while they diffuse fertility around.

A noble, free Constitution, equal laws, and the general diffusion of intelligence, afford to this favored State the brightest prospect of an early and successful development. If, to this end, our efforts shall, in any small degree, prove auxiliary, we shall feel fully paid for our voluntary, but well-intended effort.

JAMES S. RITCHIE.

August 1, 1857.

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PART I.

WISCONSIN AND ITS RESOURCES.

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WISCONSIN AND ITS RESOURCES.

CHAPTER I.

THE EARLY HISTORY OF WISCONSIN.

THAT part of our country bordering on the Great Lakes was partially explored by the French missionaries and voyageurs from Canada several years before the English cavaliers landed on Virginia soil, and many years before the landing of the Pilgrim Fathers on the rock at Plymouth. It was not the thirst of sordid gain that influenced the first white man who looked down into the clear waters of Lake Superior, or who gazed with awe upon the mighty Mississippi, rolling down its turbid flood from the unknown wilds above. The spirit of religious enthusiasm explored the basin of the great lakes and the valley of the Mississippi.

To the Society of Jesus was given the task of civilizing and christianizing the red men of the Northwest. Its missionaries, inspired with a heroism that defied every danger, and endured every toil, sacrificed country, wealth, and station to bear the cross to these unknown tribes. In all history, ancient or modern, there is no Society that can be compared with this in the devotedness of its members. From Quebec they ascended the Ottawa, and, crossing the chain of small lakes, they preached the word of God in the

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hovels of the Algonquins on the bays of Huron. They sailed among the islands of the Manitouline Archipelago, and at Sault Ste. Mary, at the outlet of Superior, they proclaimed the gospel to the Chippewas; entering that vast inland sea, they penetrated to its farthest extremity, where the St. Louis, white with the foam of its cataracts, enters the lake amid groves of pine.

As early as 1624, Gabriel Sagard, a missionary, made his way to the Huron tribes on the borders of the lake of the same name. In 1634, the Jesuits Brebeuf and Daniel, and several others of their Order, visited the Huron tribes. On the 17th day of September, 1641, the Fathers Jogues and Raymbault embarked in their frail birch-bark canoes for the Sault Ste. Mary. They floated over the clear waters, between the picturesque islands of Lake Huron, and, after a voyage of seventeen days, arrived at the Falls of St. Mary. Here they found a large assembly of Chippewas. After numerous inquiries, they heard of the Nadowessies, the famed Sioux, who dwelt eighteen days' journey further to the west, beyond the Great Lake. Thus did the religious zeal of the French bear the cross to the banks of the St. Mary and the confines of Lake Superior, and look wistfully towards the homes of the Sioux in the valley of the Mississippi, five years before the New England Eliot had addressed the tribe of Indians that dwelt within six miles of Boston harbor.[1]

Two traders passed the winter of 1659 among the Indians of Lake Superior; and in the following summer they arrived at Quebec with sixty canoes laden with furs, and rowed by three hundred Algonquins. The narratives of these men excited a spirit of emulation in the breast of the Jesuits to bear the cross to the cabins of those distant tribes. Father Mesnard, an aged missionary, was selected

[1] Bancroft.

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to establish a station as a place of assembly for the surrounding nations. He immediately set out, and on the 15th day of October, 1661, he reached the bay which he called St. Theresa, and which may have been Keweenaw Bay, on the northern part of the State of Michigan. Here he resided more than eight months, surrounded by savages and a few French voyageurs. Being solicited by the Hurons, who had taken refuge in the Isle of St. Michael, to visit them, he departed with one attendant for the Apostles' Isles. On his way he strayed from his attendant, and was never seen again. Many years afterwards his cassock and breviary were discovered in a Sioux lodge, and kept as amulets by the possessors.

Undismayed by his sad fate, a successor arrived—Father Claude Allouez—who embarked, in 1665, on a missionary tour to the far west, and on the 1st of October arrived at La Pointe, the great village of the Chippewas, in the Bay of Che-goi-mei-gon, Wisconsin. Here he met deputations from ten or twelve of the neighboring tribes, assembled in council to concert measures against their enemies, the Sioux. On being admitted to an audience, Allouez, in the name of Louis XIV., and as his viceroy, commanded peace, and offered commerce and alliance with France. His exhortations were received joyfully by the admiring savages, and soon a chapel rose on the shores of this bay, which attracted crowds of Indians, and the mission station of the "Holy Spirit" was founded.

After residing about two years on the southern coast of Lake Superior, and connecting his name imperishably with the progress of discovery in the West, Allouez returned to Quebec, and was succeeded by the distinguished James Marquette in the charge of the mission of the "Holy Spirit." For several succeeding years these pious missionaries were employed in converting the savage tribes,

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and confirming the influence of France from Green Bay to the head of Lake Superior.

The country was made known by these enterprises, and, in 1671, Talon, the king's lieutenant of Canada, took measures to extend the power of France to the utmost limits of the northwest. He selected Nicholas Perrot, a man well suited to his purpose, supplied him with a sufficient force, and sent him to the far west to propose a congress of the various nations the following spring at the Sault Ste. Mary. He visited all the northern tribes with whom the French at that time had any trade, and also the Miamis at the foot of Lake Michigan, where Chicago now stands.

At this congress nearly all the nations of the north were present, by their delegates, and were met by the Sieur St. Lusson on the part of France, who was charged to take possession of all the country and receive them under the protection of its king. After an address by Perrot, and a declaration by St. Lusson of the act of taking possession, and of the protection of the king, a cross of cedar was raised, and the "whole company of the French bowed down before the emblem of man's redemption, and chaunted to its glory a solemn hymn." Alongside of the cross a cedar column was erected, marked with the lilies of the Bourbons. Thus, says Bancroft, "were the authority and the faith of France uplifted in the presence of the ancient races of America, in the heart of our continent. Yet this daring ambition of the servants of a military monarch was doomed to leave no abiding monument — this echo of the middle age to die away."

M. Talon having been very active in extending the dominion of France over the nations in the north and west, was anxious to discover the sources, direction, character, and outlet of a great river, which had often been mentioned to the French by the Indians, and which was supposed to

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reach the sea on the west, or fall into the Gulf of Mexico on the south. The river was called by the Indians Massasepo, or Missi-sipi, great river. For this purpose he sent Father Marquette, a Jesuit, and Joliet, a citizen of Quebec, and several voyageurs, to ascertain the truth of these representations. In 1673, Talon, at his own request, was recalled, and was succeeded by Count de Frontenac, who continued the discoveries commenced by his predecessor. On the 10th day of June, of the same year, Marquette, Joliet, and their voyageurs, lifting their two canoes on their shoulders, walked across the narrow portage that divides the Fox river from the Wisconsin. "The guides returned," says the gentle Marquette, "leaving us alone, in this unknown land, in the hands of Providence." Embarking on the broad Wisconsin, they sailed down the stream, and on the 17th day of June "they entered happily the Great River, with a joy that could not be expressed;" they descended the river about sixty leagues below the mouth of the Wisconsin, and landed on the borders of a beautiful prairie, where they discovered footprints; leaving their canoes, they walked about six miles, and found a village of Indians, who called themselves Illinois. Thus Marquette and Joliet were the first white men who trod the soil of Iowa.

In 1667, Robert Cavalier de La Salle, attracted by these reports, embarked to seek his fortune in New France, as this part of the country was then called. Encouraged by the French government, in 1679 he started from the vicinity of the Niagara river, with Father Louis Hennepin, a Franciscan missionary, two other priests, and thirty men, on board a small vessel of ten tons. "This vessel was named the Griffin, in honor of the arms of Frontenac, Governor of Canada," and was the first vessel of European

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construction that had ever ploughed the waters of the great inland seas of America.

The adventurers proceeded up Lakes Erie and Huron into Lake Michigan. After pursuing the voyage as far as Green Bay, La Salle sent the vessel back to Niagara with a rich cargo of furs, while he and his associates proceeded to the southern part of the lake to await her return. The ship, however, foundered on the lake, and nothing was afterwards heard of vessel or crew.

At the head of Lake Michigan and the mouth of St. Joseph's river, "he constructed the trading house, with palisades, known as the Fort of the Miamis." Despairing of the return of his vessel, in 1680 he sent Father Hennepin with two voyageurs on a tour of discovery to the Upper Mississippi. They descended the Illinois to its junction with this river, and ascended the mighty stream far beyond the mouth of the Wisconsin. After a short captivity among the Sioux, they returned by way of the Wisconsin and Fox rivers, to the French mission of Green Bay.

It is not within the scope of this work to relate the events which led to the further discoveries of La Salle, and to his taking possession of the country on the lower Mississippi in the name of Louis XIV. After his voyage down this river he returned to France, and, in 1684, sailed from there with a large force to discover the mouth of the Mississippi, but was unsuccessful in his designs. After building two forts on the Gulf of Mexico, and garrisoning them with some of his men, he departed from the Bay of St. Louis, in the northwestern part of the Gulf, on a journey overland to his fort on the Illinois river. Before reaching this fort he was treacherously murdered by some of his followers.

In the year 1679, the Sieur de Luth, a friend and com-

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panion of La Salle, appears to have been in the neighborhood of Lake Superior, at Pigeon river, on the southern extremity of the lake, where he built a fort and trading-post, which is still maintained, under the name of Fort Charlotte.

The efforts of these discoverers gave to the French the control of the entire northwest. But this state of affairs could not long continue. The fierce struggles between the French and English for the mastery in Europe were carried to America. The English colonists sided heartily with the mother country. For years the war was confined, on this continent, to predatory excursions: each party, connecting themselves with the savage tribes, met with various success.

On the 13th day of September, 1758, the English army, under General Wolfe, scaled the heights of Abraham, and met the French, under the Marquis de Montcalm, before Quebec. The struggle was well contested, but, as usual, the indomitable bravery of the Anglo-Saxon race carried the day. The French were totally routed. Quebec surrendered, and with it the possessions of France in America fell into the hands of the English.

A few years later the independence of the American Colonies was acknowledged by England. After peace was declared, that vast region we have described was included in the boundaries of the present United States, and was formed by the Ordinance of 1787 into the Northwest Territory. This territory embraced vast, uninhabited, and almost unexplored regions, stretching far beyond the utmost limit of civilization and government; with the exception of a few trading posts, its only inhabitants were the Indians who roamed its wilds in pursuit of game, and who disputed, step by step, the advance of the white man.

In 1830, the combined force of several tribes was met by the Americans under General Atkinson at the Bad Axe

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river, and totally routed. This was the last struggle they made on Wisconsin soil. Several treaties followed, by which they ceded their lands to the United States.

In 1836, Michigan, until that time a part of the Northwest Territory, was formed into a sovereign State, and admitted as one of the Union. A new territorial government was, at the same time, organized over Wisconsin, which included the lands lying between Lake Michigan and the Missouri river.

At this period commenced a new era in the progress of the northwest. No sooner had a few daring pioneers settled in the wilderness, than the eager spirit of trade, ever on the watch for new fields of adventure, discovered the rich promise of gain offered by a region so wide and fertile. Commerce following the footsteps of the pioneers, came with the advance of the army of population.

In 1838, a new territorial government was established over that portion of Wisconsin lying west of the Mississippi, called Iowa. The population of the two territories, at this time, was about 38,000. Such, however, were the inducements that the fertile lands and mineral resources of the Territory of Wisconsin held out to emigrants, that, in the year 1843, it is supposed that over 60,000 persons settled within her limits; and from that time to the present her increase has been without a parallel in the history of the United States.

In 1848, Wisconsin was, by an Act of Congress, admitted into the Union, constituting the twenty-ninth State of the confederacy. Its limits were curtailed by making the St. Croix river the northwestern boundary, and giving that part of its land between this river and the Mississippi to the Territory of Minnesota.

In regard to the origin of the name of the State, a communication to the Historical Society says: — "Wis-

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consin derives its name from the principal river which runs centrally through it. The Chippewas on its head waters call the river Wees-kon-san, which signifies 'gathering of the waters.' They gave it this name on account of its numerous branches near its head concentrating into one stream, which afterwards runs so great a distance with but comparatively few tributaries to swell its current. The French voyageur called it *Ouisconsin*, the first syllable of which comes nearer to the sound of the Indian than does Wis. An attempt was made, a few years since, to restore the second syllable of this name to its original Indian sound by substituting *k* for *c*; but this would not restore either the first or last. The attempt, however, was unpopular, and the Legislature solemnly decreed that the name should be spelled Wisconsin; and this, probably, more from opposition to the individual who attempted the restoration, than from correct literary taste, or any regard for the original Indian name."

Before closing these remarks on the history of this State, a short narrative of one of its earliest American settlers may not be out of place. It was published by the Wisconsin Historical Society.

"One of the earliest comers to the southwestern part of the State was Ebenezer Brigham of Blue Mounds, the oldest and undoubtedly the first permanent American settler within the limits of Dane county. He journeyed from Massachusetts to St. Louis in 1818; thence, in the spring of 1828, he removed to Blue Mounds, the most advanced outpost in the mines, and has resided there ever since, being, by four years at least, the oldest white settler in the county. The isolated position he thus settled upon will be apparent from the statement of a few facts. The nearest settler was at what is now Dodgeville, about twenty

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miles distant. Mineral Point, and most of the other diggings, where villages have since grown up, had not then been discovered. On the southeast, the nearest house was on the O'Plaine river, twelve miles west of Chicago. On the east, Solomon Juneau was his nearest neighbor, at the mouth of the Milwaukee river; and on the northeast, Green Bay was the nearest settlement — Fort Winnebago not then being projected. The country at this time was part of Michigan Territory." In 1832, the Black Hawk war broke out, and caused great trouble and loss to the settlers. In 1836, the Territory of Wisconsin was organized, and settlers arrived in great numbers.

"In the twenty years' odd residence of Mr. Brigham in this region, what wonderful changes have passed before him! For several years after his coming the savages were sole lords of the soil. A large Indian village stood near the mouth of Token Creek; another stood on the ridge between the second and third lake, in plain view of our present location;[1] and their wigwams were scattered all along the streams, the remnants of their gardens, etc., being still visible. Then there was not a civilized village in the State of any considerable size. When the capital was located here, he was the nearest settler to it — twenty-four miles distant! He stood on this ground before its selection as the seat of government was thought of, and from the enchanting beauty of the spot, predicted that a village would be built here. Fort Winnebago was commenced in 1828, under the superintendence of Major Twiggs and Colonel Harney, and the protection it afforded greatly promoted and extended immigration. The rolling flood has now reached 700,000, hundreds of villages have sprung up, and everything is changed. From being him-

[1] City of Madison.

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self the sole proprietor of Dane, he now counts but one of some twenty thousand. Nothing remains of the Indians but their graves. He has seen a savage people pass off the stage, and a civilized one come upon it, and all with a rapidity which must appear to him like a dream."

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CHAPTER II.

FACE OF THE COUNTRY—AREA—POPULATION—CHARACTER OF THE SETTLERS—FOREIGN IMMIGRATION—CLIMATE.

THE surface of the State of Wisconsin is everywhere undulating; not hilly, much less mountainous. It may be called a vast plain, elevated from 600 to 1500 feet above the level of the ocean. The highest of the Blue Mounds, on the line between the counties of Dane and Iowa, rises 1170 feet above Lake Michigan, and is, perhaps, the most elevated land in the State. Towards Lake Superior the slope is very abrupt, and the rivers short, rapid, and broken with falls.

Such being a general description of its surface, the immigrant will not look for Alpine scenery, or the bolder and sublimer features of the country of high mountain and deep valley. But in all that constitutes the beauty of the landscape, whether in the vestments of nature, or in those of capabilities which cultivation can alone develop, Wisconsin is without a rival. Among her ten thousand undulations, there is scarcely one which lifts its crown above its fellows, which does not disclose to the prophetic eye of taste a possible Eden, a vision of loveliness, which time and the hand of cultivation will not fail to realize and to verify.

Wisconsin is situated between 42° 30′ and 46° 58′ north latitude, and between 87° and 92° 30′ west longitude; it is bounded on the north by Lake Superior, on the east by Lake Michigan, on the west by the Mississippi and St.

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Croix rivers, while on the northeast the rivers Montreal and Menomonee separate it from the State of Michigan. It contains an area of 54,000 square miles, exclusive of the waters of Lakes Michigan and Superior.

In 1840, its population was 30,945, and in 1850 it had reached to 305,538; an increase at the rate of nearly 900 per cent. during ten years. In 1855, according to the census reports, it was 552,109. The number of votes polled at the late Presidential election, was, in round numbers, 120,000. With this basis for an estimate, the population in 1856 would not be less than 900,000.[1] The increase of the present year, up to July, 1857, and the foreign immigration, moderately estimated, would swell the present population to fully 1,000,000. The census of 1860 will astonish even the most sanguine — it will reach, if not exceed, a population of *a million and a half*, without attaining the standard of increase of the past two years; whereas, our immensely-increased railroad facilities, and other public improvements, together with the flood-tide of emigration, would naturally lead us to expect even a large increase over the past two years.

Wisconsin has been greatly favored in the character and

[1] In the first district, three years ago, the whole vote for Congressman was 15,484. In 1856, the vote was 26,125 — an increase of 12,641 over the vote of 1854.

In the second district, the whole vote, three years ago, was 19,903. In 1856 it was 42,337—an increase of 22,434 over the vote of 1854.

In the third district, the whole vote, three years ago, was 23,880. In 1856 it was 49,248—an increase of 25,368 over the vote of 1854.

Crawford, in the second district, received 8,259 votes more than Hoyt did in 1854, and Washburne received 14,184 more than he did in 1854.

These returns show an extraordinary increase in the number of voters in Wisconsin during the past two years.

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enterprise of her first settlers. The intellect, education, and integrity, as well as the wealth, enterprise, and skill of the immigrants from the Middle States and from New England, have laid the foundation of a social character which will leave its impress on this commonwealth for generations to come. After filling up the lower counties, the tide of immigration is now setting strongly to the fertile valleys of the Fox and Wisconsin rivers, the shores of the Mississippi, and Lake Superior. The newspapers published in the towns on the route of travel are full of accounts of the vast numbers of settlers going to the West and Northwest; a large proportion of them preferring our favored State. "The cry is, still they come!" By railways and steamers, the immigrants are pouring in by hundreds and thousands, from the Eastern, the Middle, and the Southern States, bringing with them the qualities which have made their native States the admiration of the world. The liberal spirit of our constitution and laws invite them; here is the place for the young man just starting in life, for the old man seeking to provide for his children, for "all sorts of men," in search of fortune, fame or wealth; there is abundance of room, and to spare The day is not far distant when our increase and natural advantages will place us among the foremost States in the Union!

Besides the unparalleled increase in population from the older States, Wisconsin has been equally fortunate in the numbers, wealth, and material of her foreign immigration. In the year 1856, over 10,000 emigrants arrived in New York alone, on their way to settle in our State — showing that we are well and favorably known abroad by those who have means to come to America, and have knowledge enough to guide them in making a selection before leaving their European homes. If we estimate the value, skill, and capital of each of these emigrants at $100, we have an

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augmentation to our wealth, in a single year, of $1,000,000. When we reflect that the great majority of them are able-bodied men and women, accustomed to hard and persevering labor, many to different branches of mechanics, etc., and nearly all possessed of various amounts of capital, the estimated value of each to our State, which we have given, will appear far below the reality. If we estimate each one at $500, we have the large amount of $5,000,000 added to our wealth in a single year, from foreign immigration alone. We must not forget that numbers of foreigners arrived by way of New Orleans, and entered our State on the Mississippi border; besides, great numbers arrived at the lake ports by way of Canada. From the quarterly reports, it would appear that the number of emigrants arriving at New York this year will equal, if not surpass, that of 1854. As we have now lines of steamboats, connecting with the Liverpool steamships at Quebec, there will no doubt be a very large increase this year from that source also.

The following extract from the Report of the Railroad Commissioners of the State of New York, to the Legislature, is *à propos:*

"The husbandman of Germany may harvest one crop on his native soil, migrate, plant and harvest another within a year, from his prairie farm beyond the Mississippi, meanwhile transferring himself and his family over one-fourth of the circumference of the globe.

"The immigration has heretofore been mostly from the crowded fields and cities of Western Europe. In addition to this, we now have a massive migration of the Scandinavian race — not of the pauper and enfeebled classes, but of almost entire communities — with vigor, wealth, and intellect, and with peculiar susceptibilities for assimilation with American habits, seeking a new home, where it can

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reproduce its civilization. As the promised land to the Israelite, so seems to them the boundless West, with its genial climate, its fertile soil, and its ready access to the markets of the world."

There is no reason to suppose that the future census of the now uninhabited portions of Wisconsin will not show the same ratio of increase as its past settlement has; and, should such be the case, Wisconsin will, ten years hence, contain a population of over 1,800,000. Its aggregate increase of population, to the present time, from all sources, shows a relative advance far greater than that of any of the Western States. The statistics of emigration show that persons migrating usually seek a similar climate to the one they leave: hence it is that the population of Wisconsin is chiefly composed of immigrants from New England, New York, the northern portions of Pennsylvania and Ohio, and from Great Britain, Germany, and the northern States of Europe; and it is but reasonable to suppose that a large majority of the migrating population of these States and countries will seek a home in Wisconsin.

Should our railroad companies pursue the enlightened and liberal policy of the Illinois Central Railroad, in the management of the grant of public lands recently donated to them by Congress, we shall see a rapid increase of settlements and towns along their route in the northern part of the State, hitherto unsettled and neglected.

But the number of inhabitants in Wisconsin does not exhibit their relative strength and power. Our population are nearly all in the prime of life. You rarely meet a woman past fifty years of age; still more rarely as old a man; and large numbers are too young to have had many children. The Milwaukee American says: — "It is a fact, noticed and remarked by nearly every Eastern visitor

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to the West, that no small amount of the business of the West and Northwest is conducted by *young men.* Go where you will, in every city, town, and village, you will find more youthful countenances, elongated with the cares and anxieties of business pursuits, than those unacquainted with the peculiar circumstances attaching to western life and enterprise could be made to believe. Youth and energy are found conducting and managing our railroads and our banking institutions. Beardless youngsters are seen behind the desks — their desks — of our counting houses, and in our manufactories, mixed up with our commerce, and, in short, taking active parts in every field of business enterprise. A year's experience as a clerk, or an agent for others, gives him an insight into the *modus operandi* of 'making money,' and his wits are set in motion, and his industrious ingenuity brought to bear in his own behalf, and he desires to 'go into business for himself.' Frequently with a small capital, oftener with none, he engages in some branch of traffic, and in a few years is 'well to do in the world.' Such is the history of many of the young merchants and business men in our State, and we do not believe that a more enterprising, intelligent, and thorough-going business community can be found than that of Wisconsin. Youth, energy, and a laudable ambition *to rise* in the world, are characteristic elements of the West: they have made her what she now is, and give glorious promise of her future."

In one of our village or town hotels, crowded with moneyed boarders — the merchants, bankers, and chief mechanics of the place — two-thirds of them will be found to be between twenty-five and thirty years of age; their wives, of course, still younger. Our population of 1,000,000 are equal in industrial capacity to at least twice that number either in Europe or in the Atlantic States.

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The question is asked by thousands of persons in the older States, What are the natural capabilities and advantages of Wisconsin, which have swelled her population to so large a number, and increased her resources at a rate so far beyond those of any of the new States in so short a time? Our answers to all these inquiries will be arranged under a variety of heads, and we will endeavor to satisfy those desirous of emigrating to, or investing capital in, the West, that the State of Wisconsin presents superior advantages in climate, agriculture, commerce, and manufactures, to those of any State in the Union. Here, no one in health, who is willing to work, need be in want; if the means do not present themselves in one section they do in another. In fact, our wide domain is waiting for those who will come and avail themselves of its proffered wealth and independence.

The most important points in which the climate of Wisconsin differs from that of the Atlantic States may be briefly enumerated as follows:

1st. In its almost entire immunity from spring frosts and summer droughts.

2d. In its salubrity and comparative dryness.

3d. In the uniformity of the temperature of its winters.

4th. In adaptation to the growth of all kinds of grain and other crops.

Wisconsin is universally conceded to be the healthiest of all the Western States. No consideration is, perhaps, more important to those seeking a country suitable for residence and enterprise, than the character of its climate. Health is the first, and comfort the next great object, in selecting a permanent abode. Tested by these qualities, Wisconsin presents prominent inducements. Its atmosphere is drier, more transparent and bracing than those of the other States on the same parallel. Its whole area

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is remarkably free from fevers and ague, which are the scourge of Indiana, Illinois, Missouri, and part of Iowa.

The latitude of the State is between 42° and 46° 58′, and thus, from geographical position, is not liable to objections existing either north or south. It is a settled fact, that no nation has ever arrived at, or for any period maintained greatness or wealth, unless, in the changes of climate in that nation, winter be found to exist. The latitude of Philadelphia is about 40° north; yet, from position, the vicissitudes of climate are greater than with us. There the winter is somewhat shorter, and apparently concentrated; yet its changes are destructive to comfort and health. New York is liable to similar but greater objections. With every change of wind there the temperature changes — this arises from the contiguity and antagonism of large bodies of land and water — and can never be averted. Our position, approximating the centre of the continent, exempts us from these changes; and this blessing is manifested in general good health and a corresponding physical development. We have no epidemics; no endemics; miasmatic affections, with their countless ills, are unknown here; and the lustre of the languid eye is restored, and the paleness of the faded cheek disappears when brought into our midst.

In spring no late frosts occur; the whole country is clothed, as by magic, in robes of the greenest verdure, and a thousand varieties of wild flowers enamel the hill-sides and prairies. It is one of the loveliest sights in the world to walk out on the prairie as the morning sun, rising behind a distant swell of the plain, glitters upon myriads of dew drops. All nature —

> "Glowing with life, by breezes fann'd,
> Luxuriant, lovely, as she came,
> Fresh in her youth from God's own hand."

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The heat of the summer months is not excessive; the days are warm and bright, generally with a fine breeze at all times, from the west, southwest, and south, and the nights cool and pleasant. The temperature and duration of this season is adapted to perfect all the products natural to the latitude, and is not oppressive.

Autumn in Wisconsin is the most charming season of the year. A soft haze rests on every object, mellowing the distant landscape, dreamy in the lingering sunshine of the dying year.

> "Her harvest yielded and her work all done,
> Basking in beauty 'neath the autumn sun."

In winter the weather is uniform, and free from those sudden variations of temperature to which most other latitudes are subject; owing to the stillness of the air, and the absence of moisture from the atmosphere, the cold is less perceptible than in more moderate climes, where the winds are high and the air raw and damp. Snow remains on the ground till the thaws of spring, but never falls to as great a depth as in the New England and Middle States. Navigation of the rivers is usually suspended by the 1st of December. The Mississippi closes by the middle of this month, and opens the latter part of March. Lakes Michigan and Superior generally close and open about the same time.

From Mr. Seymour's work[1] we quote the following:

"It is, indeed, delightful in speculation to talk of constant spring, of perpetual verdure, of flowers in bloom at all seasons, of purling brooks never obstructed by ice, of a mild climate, where Jack Frost never has the audacity to pinch one's nasal proboscis or spread his white drapery

[1] The New England of the West.

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over the surface of the earth; but it is a problem, not yet fully solved, whether a tropical climate contributes more to one's happiness than the varying seasons of a Northern clime.

"Nay, whatever doubt there is on the subject predominates in favor of a Northern latitude. Industry, intelligence, morality, and virtue, are exhibited more generally among the inhabitants of Northern latitudes than those of Southern.

"If one's physical enjoyment is equally promoted by the bracing air of a cold climate, then, indeed, the argument is in favor of the latter, for vigor of body and purity of mind are the most essential ingredients in the cup of happiness. The air of our winters is dry and bracing. When snow falls it usually remains on the ground several months, forming an excellent road either for travelling, business or pleasure.

"The rivers are securely wedged with ice, rendering many portions of the country more accessible at that season than at any other. An excellent opportunity is afforded to the younger portion of the community for innocent amusements—sleighing, sliding downhill, and skating —amusements highly exhilarating, and promotive alike of health and happiness. These observations have been made because a greater value is often set on a mild southern climate, in reference to its capacity in affording the means of happiness or of health, than it really possesses."

We have always made it a point to inquire of new settlers in Wisconsin how they liked the climate, and the answer invariably was, that it was far superior to that of the States they had left — whether Eastern, Middle or Southern. One emigrant says: — "As the result of my observations, I would state briefly — *and in this* I do but repeat a common sentiment — that I would much rather

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spend a winter in Wisconsin than in New York or Pennsylvania. True, the weather is cold; but it is of that settled, steady, clear character, which we here call '*bracing weather.*' No damp winds, no sloppy thaw, no uncomfortable rains, but day after day the same unbroken field of snow, the same clear, bright sunshine, the same untroubled air. Winter here holds undisputed sway; it is not a muddled mixture of all seasons, in which the breezy spring, the clear autumn, the sunny summer and the rigorous winter mingle and mix, and come and go together. You will understand the force of this distinction when I tell you that the first fall of snow in Wisconsin remains on the ground during the whole winter without a crust; so free is the air from that dampness which, in other countries, produce it. Who among you has not noticed the penetrating character of dampness in cold — its chilling, searching qualities; or who, on the other hand, has not gone abroad on days of intense coldness, but when the air was dry and pure, and felt elastic, buoyant, and comfortable. Such is a Wisconsin winter. I suffered less from the cold while here, than I have many times in Pennsylvania when the thermometer stood much higher."

The general opinion of physicians is, that consumption, that fearful scourge of the human race, which desolates so many thousand happy homes yearly in the Atlantic States, is not a disease of this climate; where it occurs here, it being almost universally in those who have brought it with them, or in whom it is in a marked degree hereditary. It is also a singular fact, that persons suffering from asthma, or "phthisic," have been greatly relieved, or, in some instances, permanently cured, by a residence in this climate.

From a table of the last United States census, (an impartial report, of course,) we obtain the following facts. This table gives the relative health, increase and deaths

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among the inhabitants of the several States, and illustrates that the number of deaths in ratio to the number of living is: in the State of Maine, 1 to 77; Vermont, 1 to 100; Connecticut, 1 to 64; Illinois, 1 to 73; Iowa, 1 to 94; Wisconsin, 1 to 105; — and this is not only a fair comparison among the above-named States, but, proportionate to the population, exhibits fewer deaths in Wisconsin than in any State in the Union.

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CHAPTER III.

AGRICULTURAL ADVANTAGES, SOIL, ETC.

WISCONSIN offers more and better inducements for agriculture than any other country can boast, and, owing to its geological formations, presents a great variety of soils. By the late census, and other data, it may be safe and fair to calculate that there are about one and a half millions acres of cultivated land in the State, which, as now occupied, constitutes about 50,000 farms, more or less tilled.

Besides this one and a half millions acres of improved land, there is, within the area of the State, above 30,000,000 acres of land, of which at least 20,000,000 is suitable to be converted into productive and pleasant farms — enough land to make two millions additional farms — waiting for occupants, and may be purchased at low prices, ranging from $1.25 to $60 per acre.

In regard to the value of improved lands in the new States, the same report shows that the average value is: in Illinois, $7.99; in Iowa, $6.09; in Texas, $1.09; and in Wisconsin it is $9.58—a very fair show for a young State.

And by looking carefully through the tables, we find that the average value of products per acre exceeds that of the other States named, in about the same proportion that the land exceeds theirs per acre in value. Draw a line from Manitowoc to Portage, thence directly to the Falls of St. Croix, the farming lands lying south of this line, and comprising nearly one-half the State, are not equalled, in all respects, *as farming lands*, in any State

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of the Union; on which an industrious farmer can raise from 30 to 50 bushels of wheat, or from 50 to 80 bushels of corn to the acre. North of this, a belt of hard timber extends east and west 150 miles on the latitude of Stevens Point — from 50 to 100 miles in width. The soil of this region is fertile, but the timber is its present wealth. Unlike the prairies, building material for fences is convenient, and no country produces better or more wheat—the staple crop. The indigenous and cultivated grasses flourish admirably, and, combined with numerous streams, afford the best facility for grazing. This peculiarity (abundance of water) pervades the entire State, and presents inducements for cattle-growing not found in the other prairie countries, where running water is found at distances too great for cattle.

The prairies of Wisconsin are not as extensive as those of Illinois, Iowa or Minnesota, but, as they are skirted and belted by timber, are adapted to immediate and profitable occupation. The soil of the prairies is a rich, dark vegetable mould, varying from two to eight feet in depth, capable of producing, in the greatest profusion, anything which will grow in these latitudes, and inexhaustible in its fertility. For centuries, the successive natural crops, untouched by the scythe, have accumulated matter on the surface-soil to such an extent, that a long succession, even of exhausting crops, will not materially impoverish the land. Dr. Owen says: "The dark mould which prevails over a large proportion of Wisconsin, so rich in genie, has proved itself an excellent and productive soil, especially adapted to the culture of every species of culinary vegetables and small grain, and producing, probably, as good Indian corn as the State of New York, or any other State of the same latitude.

"The power of absorption of these lands is generally in

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proportion to their amount of genie and the lightness of the soil. In general, the more finely the parts of a soil are divided, the better they absorb water.

"This is an important item to the cultivator. Lands possessing this power in a considerable degree, readily absorb the dew in dry weather; and in wet weather do not suffer the superfluous rain to accumulate on the surface.

"A striking feature in the character of the Wisconsin soils, as an analysis shows, is the entire absence, in most of the specimens, of clay, and the large proportion of silex. This silex, however, does not commonly show itself here in its usual form — that of a quartzose sand. It appears as a fine, almost impalpable, siliceous powder, frequently occurring in concreted lumps that resemble clay; and, indeed, it was often reported to me incorrectly as clay — an error ultimately detected by analysis.

"This almost impalpable powder, the chief constituent and almost sole residuum of the Wisconsin soils, is so highly comminuted that, when examined under the microscope, for the most part its atoms present no crystalline or even granular appearance.

"This fine siliceous residuum, after being boiled with strong aqua regia, lost but ten per cent., of which but five per cent. was alumina.

"This absence of any material per centage of clay in the soils under consideration, prevents the rolling lands from washing away; and it imparts to the streams a crystal clearness, which even after heavy rains is hardly disturbed. The appearance of these transparent rivulets, flowing over a soil which, when moistened by rain, is often of an inky blackness, arrests by its singularity, the eye of a stranger.

"Whether the lack of clay in the Wisconsin soils will render them less durable may be doubted. A coarse sandy soil, the open pores of which suffer the rain to percolate,

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carrying with it the nutritive genie from the surface, requires an admixture of clay before it can become rich and durable; but the minute-grained siliceous powder of this district forms a species of soil entirely different from the above — one which, without any such admixture, retains moisture and genie in much perfection.

"I believe it to be peculiarly adapted to the growth of the sugar beet, which flourishes best in a loose, fertile mould, and which has of late become, in some European countries, an important article of commerce. It is estimated that the amount of beet sugar manufactured in France during the year 1840 was 100,000,000 pounds, and in Prussia and Germany 30,000,000 pounds. In the western part of Michigan, in as northern a latitude, and in a climate similar to that of Wisconsin, 240,000 pounds are reported by the papers of that State (how accurately I know not) to have been manufactured the same year."

In regard to the soil of the mineral regions, Dr Owens also says: — "It is a common, and usually a correct remark, that mineral regions are barren and unproductive. 'If a stranger,' as Buckland has well expressed it in the opening of his Bridgewater Treatise, 'if a stranger, landing at the extremity of England, were to traverse the whole of Cornwall and the north of Devonshire, and, crossing to St. David's, should make the tour of all North Wales, and passing thence through Cumberland, by the Isle of Man, to the southwestern shore of Scotland, should proceed either by the hilly region of the border counties, or along the Grampians, to the German Ocean, he would conclude, from such a journey of many hundred miles, that Britain was a thinly-peopled, sterile region, whose principal inhabitants were miners and mountaineers.'

"Not so the traveller through the mining districts of Wisconsin. These afford promise of liberal reward, no

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less to the husbandman than to the miner; and a chemical examination of the soils gives assurance that the promise will be amply fulfilled.

"I may add, that I know of no country in the world, with similar mineral resources, which can lay claim to a soil as fertile and as well adapted to the essential purposes of agriculture."[1]

In this work, the writer wishes more particularly to call the attention of settlers to the northern part of Wisconsin. For years, valuable lands in this part of the State were offered for sale at the Government price ($1.25 per acre), but with very rare exceptions, here and there, they remained without purchasers. This neglected region contains some of our most valuable agricultural lands, and now offers greater inducements to settlers than any other part. The new railroads, already commenced from Milwaukee, through our eastern and western borders, to Lake Superior, have received from Government over 2,000,000 acres of these lands to aid in their construction, and while they open the country to agriculturists, will doubtless follow the example of the Illinois Central Railroad, in offering their lands, on easy terms and on long credits, to actual settlers. *Let it be remembered, that there are several millions of acres in this part of the State open to pre-emption.*

A great mistake prevails in the Northern and Eastern States among those who are preparing to come to Wisconsin. Congress granted a large amount of lands to railroads, and all the Land Offices have been closed, so that no lands can be sold; and, therefore, settlers abroad infer that they cannot get land, except what they purchase at second-hand of those who secured their land before the closing of the Offices.

1st. *We wish to inform every one, that the closing of*

[1] Geological Explorations in Wisconsin.

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the Land Offices does not prejudice the rights of pre-emption in the least.

2d. *The Railroad Grant, in its terms, respects all pre-emptions made,* UP TO THE TIME THE ROADS ARE ACTUALLY LOCATED. *After the location, pre-empters are excluded from pre-empting odd-numbered sections only, within six miles of either side of the roads as located.*

3d. *The closing of the Land Offices operates as a benefit to the poor man; for it extends the time within which he is required to prove up and pay for his land.*

4th. *The closing of the Land Offices was intended to operate in those districts only where large bodies of public lands were subject to private entry. It was done to prevent speculators from taking up all the public lands along the line of the proposed roads, to the exclusion of the actual settler. We repeat, the right of pre-emption is not thereby affected until the roads are actually located.*

The Act of Congress says, that the railroads shall have every alternate section of an odd number; that is, Nos. 1, 3, 5, 7, &c., for six miles each side of their tracks, of the land not sold. Therefore, all the sections of an even number are virtually open to actual settlers, because settlers are perfectly safe; and at the land sales no speculator or other person will bid against a settler, and he can get his land at Government prices; but the Government price for all lands within six miles of the railroads will be $2.50 per acre. If they wish to go farther off than six miles from the proposed railroad lines, then the price of the lands will be $1.25 per acre.

How soon the railroad companies will get through selecting their lands, and the offices again be open, no one can tell—possibly not before the close of the summer. The Government will give at least two months' public notice of the time of sale. There is not the least doubt but that

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now is the best opportunity that will ever offer itself in the West to the laboring man of small means, taking into consideration timber, climate, and soil.

We would again say to those who wish to actually locate upon and improve the soil, *Now is the time to make a "claim."* Do not be induced to delay settling here until a few hundred dollars have been added to your earnings, with the belief that it will give you a better start. *You can do better now with two hundred dollars than you will be able to do, two years hence, with one thousand.* These lands are daily increasing in value, and those who would advance with them should embrace this "golden opportunity."

The following description of the lands in the valley of the Chippewa river, is from the pen of an intelligent and observing traveller, who recently made a personal examination of that country. These lands are open to settlers at Government price; in fact, all lands lying in the northern part of the State.

"The soil, for the most part, is a deep rich sand loam, and the face of the country very much as we have pictured the Hunting Parks of Old England. About every three miles, there is a succession of small streams starting from the ridges, half a dozen miles back, and making straightway to the Chippewa. The ground between is nearly level, and interspersed with 'gems of prairie,' 'oak openings,' and timber, with here and there specks of hay marsh, just enough to meet the wants of new settlers. In short, the country is about as near right as any jolly husbandman could ask from the hands of Nature. There is no fact which gives more value to these lands, than the general healthfulness of that portion of the country in which they are situated. Well watered, possessing a pure and dry atmosphere, with no local causes to produce fever, ague,

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or sickness, in any of the numerous forms often exhibited in the more southerly parts of the Mississippi valley, it is undoubtedly as healthy a region as can be found on the continent. It may be supposed, by some, that these lands are too far north to be well adapted to agricultural pursuits. The supposition is entirely erroneous. None of the lands are farther north than the northern parts of the States of Vermont and New York, nor as far as a large part of Maine, New Hampshire, and nearly the whole of Canada, while the more southerly portions of them are in the latitude of the southern part of Vermont and central New York. But it is well known that latitude is not alone the index of climate. London is in latitude 51° 30′, the same as the latitude of the upper or southern end of Hudson's Bay, and of Queen Charlotte's Sound, on the Pacific. Paris is in the latitude of the north shore of Lake Superior and of the Pembina settlement. Florence, where it is almost perpetual summer, is in the latitude of Sheboygan and of Portland, Maine, while Berlin is further north than a large portion of the coast of Labrador. But, on the American continent, it is well known that the climate on the Pacific coast is several degrees milder than on the Atlantic. The same causes operate to produce the same result as we recede from the Atlantic and approach the Pacific. The isothermal line is continually bearing north of latitudinal lines; and it is well known that the climate of St. Paul, in Minnesota, in about latitude 45°, is as mild during the winter months as that of Massachusetts and central New York. St. Paul and Buffalo, Hudson and Albany, Chippewa Falls and Rochester, are isothermal."

All the arable lands in the area above described will be intersected by the St. Croix and Lake Superior Railroad, and are peculiarly adapted to the growth of wheat, oats, barley, buckwheat, potatoes, and all other esculent roots.

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Indian corn, also — especially of the yellow flint variety — is produced in great perfection. The whole country is excellently adapted to grazing. It is well watered by numerous springs and small creeks, of pure limpid water; and small transparent lakes, with picturesque shores, are found in many places, which, as well as the creeks, abound with fish. The raising of cattle and sheep in this region will prove to the farmer a profitable business, and, if viewed solely with reference to its advantages for agricultural pursuits, there can be no reason why, when it shall be supplied with railroad facilities, it will not become as densely peopled as any part of the State.[1]

Every description of husbandry suitable to the latitude may be successfully prosecuted. The difficulties experienced in the Eastern, or in Western timbered States, in bringing lands under cultivation, are unknown here; the soil is easily turned over, at the rate of two acres to two and a half a day, by a heavy team of horses, or two yoke of oxen, or it may be contracted to be worked, at from $2 to $3 per acre; and an active practical man can readily cultivate ten acres here as easily as one in the Eastern or Middle States, taking them as they run, while the yield per acre will be infinitely greater.

Wisconsin is one of the largest grain-producing States of the Union. As an example, the statistics of the following counties, for the year 1850, may be cited.

	Population.	No. Acres cleared.	No. Farms.	Bush. Wheat.
Milwaukee	39,077	32,623	985	60,096
Waukesha	19,174	104,439	1,703	331,156
Racine	14,973	64,338	971	281,149
Kenosha	10,732	50,938	914	318,051

These four counties, with a population of 83,956, had

[1] Report of the La Crosse and Milwaukee Railroad Co.

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for exportation not less than 500,000 bushels of wheat, which, at 50 cents per bushel, would be $250,000. Besides, there were large quantities of Indian corn, oats and barley raised. Considerable attention has been lately attracted to flax, and the quantity raised the same year, in these counties, was 58,304 pounds.

It must not be supposed that the farmers of Wisconsin have been turning their attention exclusively to grain; they have also engaged in the business of stock raising, of the dairy, and of wool growing. In the above-mentioned counties, the quantity of sheep and wool raised, as reported in the census, was as follows:

	Sheep.	Lbs. of Wool.
Milwaukee	4,356	8,330
Waukesha	12,430	26,042
Racine	10,093	20,223
Kenosha	12,767	33,439

A large number of sheep were brought into Wisconsin during the year 1851, from Ohio and Michigan. The produce of wool for the year 1853 may safely be estimated at 175,000 pounds, and in 1857 the united products of these four counties will not be less than 700,000 pounds.

These counties may be taken as a fair basis, in order to form an estimate for the balance of the State. If we take the estimate of the census of 1850 — 20,000 farms — as under cultivation, the amount realized by farmers on wool and wheat alone would be, at present prices, nearly $3,000,000. But when we consider that the population then was 305,538, and now it is about 1,000,000, it is manifest that no correct estimate can be made, further than that the agricultural products have increased in the same ratio as the population.

The steady and exclusive prosecution of agriculture on

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the fertile soil of the mineral districts, has the advantage of an active home market and ready pay. There are large tracts of the very finest lands in these districts which have been neglected, from the absorbing nature of the mining business, and may be purchased at very low rates. In proportion to the growth of the towns and villages, the demand for the products of the soil increases, presenting a remunerative home market to the farmer. The surplus of his corn, wheat, oats, &c., command fair rates at the nearest railroad depot, as soon as delivered. On some of these lands it is not uncommon to raise from 80 to 100 bushels of corn to the acre, of wheat 40 to 60 bushels, and every kind of vegetables in the greatest abundance. The price of wheat during the year 1856, was, on an average, $1.25 per bushel. At these prices, is it any wonder that the farmers in Wisconsin are so rapidly accumulating wealth; or that, with such inducements to agriculture, so many are flocking here every year?

"One peculiarity," says an intelligent traveller, in a communication to the Cincinnati Gazette of the 9th of August, 1855, "struck me forcibly, viz: the high degree of culture, cleanliness, and thriftiness of the farms in Wisconsin. There is not half so much to remind one of a *new* country, as there is in Ohio and Indiana, and this is attributable *chiefly* to the fact, that *almost every quarter section, in its natural state, is ready for ploughing and fencing, without the labor of felling trees enough to burden the navy of the world*, and *partly* to the fact, that the class of settlers are the offshoots from the hardy and industrious sons of New England, or the farmers of Western New York and Northern Ohio. Fifty years' labor in New England, or twenty years' toil in Ohio, are not equal, in their results, to five industrious years in Wisconsin."

Let every farmer who has to tug and toil on the sterile

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and rocky soil of New England, and some of the worn out Southern States, to support his family, judge for himself, whether it is better to emigrate to Wisconsin, or stay where he is; whether it is better to struggle for existence, and feel the cold grasp of poverty, or roll in plenty and live at ease.

Let those who reside in cities, and cannot find profitable employment, come here, and raise their food out of the bosom of the earth. Thousands have made the experiment, and to-day are among the wealthiest and most respected of our citizens.

We might present to our readers the testimony of hundreds of farmers, in regard to their experience, the capability of the soil, and the amount raised to the acre, but our limited space forbids. In the second part of this work, on Lake Superior, will be found some interesting reports from farmers in the northern part of the State, bordering on the lake.

Persons desirous of settling here should not form their opinions of the capability of Wisconsin, in an agricultural point of view, upon the figures given in the census reports of 1850, as if they furnished a fair criterion by which to judge. It must be borne in mind, that since those statistics were made up, nearly five hundred miles of railroad have been built in the State; that its population has increased from 305,538, to at least 1,000,000; that the number of acres now under cultivation is at least double that of 1850; that all the recent improvements in agricultural implements are in general use; and farmers stimulated to industry by the late unprecedented high prices. They also must not forget that, with all this increase of population, hardly one-fourth of the arable lands of the State are under cultivation. The conclusions drawn from the census reports of 1850, would be of the most fallacious character, and do great injustice to the resources of our noble State.

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CHAPTER IV.

GEOLOGY OF WISCONSIN—ROCKS—LEAD—COPPER—ZINC—IRON—BUILDING STONE—ANTIQUITIES.

THE greatest source of wealth of the State of Wisconsin is undoubtedly its vast mineral possessions. The mines on the south shore of Lake Superior are believed to be equal in richness and extent to those of Michigan, which produced, in 1856, upwards of ten million pounds of copper, and twenty thousand tons of iron. Part of this region has been recently explored, and the most incredible quantities of copper, mixed with silver, have been found; also zinc, in vast deposits, among the copper. Wisconsin is equally rich in iron; but, like the zinc, it is a mere drug. Indeed, for some unaccountable reason, it is thought better to import from England into this country millions of dollars' worth yearly, when we have literally mountains of it here in every direction, and of a much superior quality. As the northern part, bordering on the lake, is now being rapidly settled, new discoveries are made daily, and it is a matter of great importance that the State should order a new Geological Survey, to determine the extent of its mineral wealth, for the benefit of the agricultural interests, by disclosing the different characters of the soil, and their adaptability to certain crops The lead region of Wisconsin contains mines which are supposed to be inexhaustible, and decidedly the richest in the known world; it is confined principally to the southwestern part of the State. Many other minerals are also found, and good

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marble and building stone are abundant in almost every part.

The mineral treasures that underlie our soil are, as yet, but in the infancy of their development; we are situated at the head of the two great natural channels of internal navigation, which penetrate to the heart of the continent—the Mississippi on the one hand, connecting us with the Gulf of Mexico; and the Lakes upon the other, leading to the Atlantic. By each of these routes, the greater portion of the produce of our mineral districts finds its way to market.

There are several very accurate and complete descriptions of the geology of Wisconsin, and, instead of attempting to give an account of it, I will embody, in this part of my work, the official reports of Dr. Owen, already published, which include a large part of the State. My own observations of the country, geologically, being very cursory and partial, and the survey of Dr. Owen, under the orders of Government, furnishing a very satisfactory description of the country, I subjoin it entire.

"Throughout the Western States, generally, the secondary formation prevails, covered up in various locations, sometimes to a considerable depth, by recent alluvial and diluvial deposits.

"This secondary series of rocks comprehends various subdivisions of distinct character, and invariable succession, which, in their turn, have been again subdivided.

"Of these groups, the mountain limestone particularly claims our attention, as almost all the rocks of Wisconsin are referable to that division.

"In this State these subdivisions generally vary in thickness from one hundred to one thousand feet, with the exception of the cliff limestone, which, in some districts, is

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hardly distinguishable, and, in general, does not exceed one hundred feet in thickness.

"Now, this cliff limestone, so sparingly developed elsewhere, swells, in the Wisconsin lead region, into the most remarkable, most important, and most bulky member of the group. It attains to a thickness of upward of five hundred and fifty feet, while the underlying blue limestone (which, in Ohio, is usually from eight hundred to one thousand feet in thickness) shrinks, in many places, to less than one hundred feet, and, in others, seems wholly wanting; while, at the same time, the black slate, commonly found above the cliff limestone, seems also deficient.

"The general geological character of the country explored may, then, be thus briefly summed up. It belongs to that class of rocks called, by recent geologists, secondary, and, by others, occasionally included in the transition series. It belongs, further, to a division of the class of rocks described, in Europe, as the mountain limestone, or, sometimes, as the carboniferous, metalliferous, or encrinital limestone. And it belongs, yet more especially, to a subdivision of this group, known popularly, where it occurs in the West, as the cliff limestone.

"This last is the rock formation in which the lead, copper, iron, and zinc, of the region under consideration, are almost exclusively found; and its unusual development, doubtless, much conduces to the extraordinary mineral riches of this favored State.

"In the northern portion of the district surveyed, an interesting and somewhat uncommon feature in the geology of Western America presents itself. I refer to the strata (of considerable depth) which crop out along a narrow strip of the northern boundary-line of this district, and which are chiefly observable in the bluffs on both sides of

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the Wisconsin river, whence (Schoolcraft and others say) they extend north even to the Falls of St. Anthony.

"The actual dip of the rocks throughout the district, according to the observations made by Dr. Locke, is from nine to ten feet per mile, but it is occasionally much greater.

"The importance of observations on the dip of the rocks, forming, as they do, the materials to calculate the thickness of each stratum at any given spot, is very great. Indeed, such observations are indispensable, before an accurate estimate can be formed of the value and extent of a mineral tract. They indicate, with much fidelity, the depth to which, at different points, a productive vein of ore is likely to extend.

"LEAD MINES.

"The lead region lies, as will be remarked, chiefly in Wisconsin, including, however, a strip of about eight townships of land in Iowa; and including, also, about ten townships in the northwestern corner of Illinois. The portion of this lead region in Wisconsin includes about sixty-two townships.

"This lead region is, in general, well watered; namely, by the Peccatonica, Apple, Fever, Platte and Grand rivers, the head waters of Blue river and Sugar creek: all these streams being tributaries of the Mississippi.

"The northern boundary of the Wisconsin lead region is nearly coincident with the southern boundary-line of the blue limestone, where it fairly emerges to the surface. No discoveries of any importance have been made after reaching that formation; and when a mine is sunk through the cliff limestone to the blue limestone beneath, the lodes of lead shrink into insignificance, and no longer return to the miner a profitable reward for his labor.

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"It will also be remarked, that the designated lead region is almost exclusively confined to the northern half of the cliff limestone formation of Wisconsin, which portion is occupied by its middle and lower beds. The upper beds (lying in the southern portion of the district) do not, as already intimated, furnish productive veins of lead ore. The crevices in these upper strata seem to be less numerous, and either empty, or filled with iron ore (hydrated brown oxide), or calcareous spar (crystallized carbonate of lime), to the almost entire exclusion of veins of lead.

"All the valuable deposits of lead ore, which have as yet been discovered, occur either in fissures or rents in the cliff rock, or else are found imbedded in the recent deposits which overlie these rocks. These fissures vary in thickness from a wafer to even fifty feet; and many of them extend to a very great, and at present unknown depth.

"Upon the whole, a review of the resources and capabilities of this lead region, taken in connection with its statistics (in so far as it was possible to collect these), induces me to say, with confidence, that ten thousand miners could find profitable employment within its confines.

"If we suppose each of these to raise daily one hundred and fifty pounds of ore, during six months of each year only, they would produce annually upwards of one hundred and fifty million pounds of lead — more than is now furnished by the entire mines of Europe, those of Great Britain included.

"This estimate, founded (as those who have perused the foregoing pages will hardly deny) upon reasonable data, presents, in a striking point of view, the intrinsic value and commercial importance of the country upon which I am reporting — emphatically the lead region of Northern America.

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"It is, so far as my reading or experience extend, decidedly the richest in the known world.

"COPPER ORE.

"The copper ore of Wisconsin forms an item in its mineral wealth, which would be considered of great importance, and would attract much attention, but for the superior richness and value of the lead, the great staple of the State.

"This ore occupies, in the district under examination, the same geological position as the lead ore; originating in the fissures of the cliff limestone. Discoveries of copper ore have, indeed, been made on a sloping hill-side near Mineral Point, within three or four feet of the surface; and was there found disseminated and imbedded in an ochreous earth.[1] But, on following this deposit to the opposite side of the ravine (on section twenty-two, township five, range three east of the fourth principal meridian), the copper ore was traced into a crevice, and a regular vein has there been worked, to the depth of thirty or forty feet. The pieces of copper ore raised on this spot commonly weighed from a few ounces to ten or twelve pounds; and one mass thence procured was estimated at five hundred weight.

"The course of this copper vein is from southeast to northwest; and if this line be continued either way, from the discoveries at Mineral Point, it will strike, almost exactly, the discoveries of copper ore northwest on Blue river, and southeast on the Peccatonica — a proof that the copper ore is not a superficial and vagrant deposit, but

[1] This earth frequently contains particles, more or less numerous, of copper ore, which is then popularly termed "gozzin," and employed as a flux in the copper furnaces. The gozzin of Wisconsin yields, by analysis, from six to nine per cent. of pure copper — a large per centage for such ore.

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exists in veins of uniform bearing; and that these veins are continuous, and, in all probability, extensive.

"The copper ore of this region compares very favorably with that of Cornwall. An analysis of a selected specimen of the best working ore of these mines, and of three average specimens of Wisconsin ore, showed that the latter contains from a fifteenth to a third more of copper than the former.

"The Wisconsin copper veins may rank among the most important that have yet been discovered in the limestone formation.

"Finally, the Wisconsin copper ore derives additional value in consequence of being found in the vicinity of, and often in the same mine as, productive veins of zinc ore."

The richest deposits of copper as yet discovered, are in the northern part of the State; a much fuller description of them will be found in the second part of this work, on Lake Superior.

It may be added, as an additional fact, whereby to estimate the value of the Wisconsin copper, that, in some of the European mines, "the ore does not contain above three per cent. of pure copper, and yet it pays for working;" also, some of the Cornwall mines are worked profitably, at a depth of more than two thousand feet "from the grass," as the phrase there is. What a contrast these mines present to those of Wisconsin, many of which lie between fifty and one hundred feet from the surface. Here we have inexhaustible beds of the finest ore in the world, which have been proved, on analysis, to be superior to the English copper; besides, the miners say "they can afford to raise copper ore at the same price as lead, namely, from one and a half to two cents a pound;" but as it requires much more capital and skill than to smelt lead, they have hitherto been prevented. In the means of transportation we

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are not surpassed by any in the world; a short distance of from five to ten miles will convey the ore to the shipping port. *It is a burning disgrace to our country that so many thousand pounds of copper are yearly imported from England, and other parts of Europe, when we have such unlimited quantities at our own doors. There is copper enough in Wisconsin to supply the United States for years to come, and to spare. All that is wanting is capital and men to develop its rich resources.*

"ZINC ORE.

"This ore, found in Wisconsin, usually occurs in the same fissures with the lead. It is chiefly the electric calamine—the carbonate of zinc of the mineralogist. Though a solid ore, it has an ochreous, earthy aspect, often resembling the cellular substance of the bone: hence it is familiarly known among the miners by the name of 'dry bones.'

"At some of the 'diggins' large quantities of this carbonate of zinc can be procured. Thousands of tons are now lying in various locations on the surface, rejected as worthless; indeed, as a nuisance. It is known to but a few of the miners as a zinc ore at all. An analysis of this ore proves it to be a true carbonate of zinc, containing forty-five per cent. of the pure metal.

"Sulphuret of zinc (sometimes called blende, and, by the English miner, 'black-jack') is also abundant in the Wisconsin mines. It contains from fifty-five to sixty-five per cent. of zinc, but is more difficult of reduction than the calamine.

"Sheet zinc is becoming an article of considerable demand in the market, for culinary purposes, and as a covering for valuable buildings, instead of lead. But the chief consumption of this metal is in making brass, well known to be a compound of copper and zinc.

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"Large quantities, both of copper and zinc, are now imported from Europe into the United States, to supply the continually increasing demand for brass. It is not improbable that the district now under consideration might furnish of both metals a sufficient amount, at least for many years to come, to supply the entire United States with brass of home produce and manufacture.

"Of zinc, at least, there is assuredly a sufficient supply, not only for that purpose, but also for exportation. All the zinc now produced in Great Britain is trifling in quantity, and quite insufficient for the demand: so that a large quantity is imported annually into that island, chiefly from Germany and Belgium. The importation of zinc into England, in the year 1833, exceeded six millions and a half of pounds; a fact which may give us an idea of the importance of this metal as an article of commerce. Among the productive mineral resources of Wisconsin, the, at present despised, zinc ore may claim no contemptible rank.

"IRON ORE.

"The iron ore of Wisconsin is of excellent quality, and in unlimited abundance. I explored, a few years since, in company with Professor Troost, Geologist of Tennessee, the iron mines of that State, which already furnish iron to a considerable portion of the Western States. And though I have seen no proof that iron exists in Wisconsin in deposits as extensive as in Tennessee, yet the locations of iron ore are numerous, and the quality of it, in general, is as good.

"In some of the townships, on the Wisconsin river, iron ore was found scattered in innumerable fragments over the entire surface, and of a quality so rich as to be crystallized in much perfection. The reports and specimens from that

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portion of the district induce me to believe that iron ore can be found there, on the surface alone, sufficient to supply several iron furnaces for years to come."[1] In relation to the Magnetic Iron Beds of the Penokie Range, bordering on Lake Superior, he says: "The most easterly appearance of magnetic iron which I observed, was in fissile black slate, about four miles west of the Montreal Trail, along which the Section No. 4, W. is made. About four miles along the strike of the beds, southwest by west, the bed was seen by Mr. Randall, in 1848, in the Fourth Principal Meridian, Township 44° north, eighteen miles from the lake. We may with confidence pronounce it to be a continuous bed from the meridian westward to Lac des Anglais. Its thickness, richness, and value, vary very much; but we found it more or less developed, whenever we crossed the range, and could get a view of the rock. The bed of magnetic iron ore south of Lac des Anglais is of extraordinary thickness—twenty-five to sixty feet. The proportion of iron and quartz is very variable, but the separation of them by mechanical means would, in general, not be difficult. There are many places in the mountain, west of Bad river, which present more than fifty feet of quartz and iron, in about equal proportions. It should, however, be borne in mind, that the whole region is not only covered so thickly with timber that no distant views can be had without climbing trees, but the drift often conceals the rocks, over a large proportion, even of the elevated ridges. Where the west branch of Tyler's Fork crosses the chain, Mr. Beesley found the southerly face of the uplifts well charged with a rich, heavy ore, showing thirty, fifty, and seventy feet, with iron predominating over quartz. All the specimens we saw were of the black magnetic oxide, without any of the red. The productive yield

[1] These ores of iron yield from 40 to 60 per cent. of the metal.

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of such an ore can only be determined by trial, in properly constructed furnaces; but judging of our specimens by weight, they will afford fifty to sixty per cent. of the metal. The analysis of one specimen yielded over sixty-six per cent. For present use a supply of ore may be obtained from the rubbish, at the foot of the uplifts, in blocks and pieces, already detached from the cliff, and the accompanying quartz. Where it is not dislodged, it will be necessary to break the whole, and then assort it. There are cases where numerous particles of the oxides, both red and black (the protoxide and the peroxide), are disseminated through the quartz rock, above and below the regular beds. This might be separated by bruising and stamping — a process which the whole must undergo, in order to be profitably wrought in the forges.

"There is no limestone yet known in the region to be used as a flux; but there is an abundance of timber and water-power. There are certain proportions of iron and silex, and of silex and magnesia, that are easily fused. If the silex of this ore is not so excessive as to make it refractory — or, if in practice, that difficulty can be remedied by the use of magnesian slates, which are abundant — these mines may be wrought hereafter at a profit, and rival the works of Northern Europe. The magnetic ores of the northern part of the State of New York, that have produced iron famous for its strength, are also siliceous. The magnetic iron-ore is freed of a portion of its silex, at little expense, after being bruised, by the application of magnets acting on a large scale upon the magnetic particles. The part which enters chemically into the ore, forming a silicate, is not wholly cleared by working, but gives a very fine-grained metal, that is peculiarly good for steel. The famous Swedish iron is from beds of magnetic ore, embraced

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in hornblende rocks, doubtless metamorphic, and analogous to those of Bad River.

"The extensive mines, or rather mountains, of iron-ore in Michigan, are also magnetic, and associated with metamorphic slates. These ores are, in some cases, more inclined to the peroxide than the Bad River beds; but specimens from the two regions are often so similar, that no one would be able to separate them, by the texture, color, or weight. The geological associations are precisely alike. In Michigan, as in Wisconsin, the mountains composed of tilted magnesian, hornblende, and siliceous slates, enclose beds of ore. There, as here, on each side of the metamorphic range, are igneous rocks, of various ages and composition — quartzose, granitic, syenitic, and trappous. The ores of that region have attracted attention, and one establishment for making blooms, direct from the ore, has been in operation more than a year. The iron is remarkable for its solidity and toughness, keeping its place better than Swedish, and is no more brittle. It possesses the quality of being worked into fine cold-drawn wire, and has been sought after by an establishment for manufacturing wire in Massachusetts.

"The Iron Ridge, and Ore Beds of Dodge County, have attracted much notice of late years, partly on account of the interesting and anomalous character of the ore, and partly because of the great practical value of a bed thus situated. The 'Wisconsin Iron Company' has the credit of making the first experiment upon this ore, and, in fact, of erecting the first stack furnace in Wisconsin. Their works at Maysville, in Dodge County, are driven by water, and consume the ore of the 'Iron Ridge,' which is hauled on sleds, in winter, about four and a half miles. The analysis of the ore taken from Mr. Theodore B. Sterling's saw-mill, Section 13, T. 11, north range, 16° east of the

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4th Principal Meridian, the course being east and west, as given by Professor Cassels, of the Medical College at Cleveland, Ohio, indicates over 53 per cent. of iron."

The richness of the iron veins in this district, and along the Lake Superior shores, cannot be correctly known, until more mines are opened. But more encouraging and numerous surface-indications of an abundant supply of this useful metal can hardly offer themselves to the notice of the geologist. In a country more thickly settled, and with skill and capital to spare, these would speedily cause and justify the employment of whole villages of workmen. To incidental causes alone, and not to any natural deficiency of material, must be attributed the custom of importing annually from England, into this country, millions of dollars' worth of iron for railroads and other purposes. Enormous as is the produce of Great Britain's iron-furnaces, we might rival it in America. How little, here in the West at least, we have hitherto improved our natural resources in this branch of commerce, is proved by the thousands of tons of rich iron-ore which lie unappropriated and uselessly scattered over the State of Wisconsin.

But this is not only the worst feature of neglect. Strange as it may seem, the iron rails laid upon the road to Fond du Lac, (the nearest route to these mines,) were brought from England, not only across the Atlantic, but twelve hundred miles into the interior, and within two hundred miles from these rich iron mines, — mines as rich, as productive, and as easily worked, as those in England, from which these rails are manufactured and shipped so far, and at such enormous and unnecessary expense, and this, too, besides the government duties paid. This is infinitely more absurd than the importing of bricks from Holland, by the early settlers of New York and Albany, and more than it would be to bring lumber from Europe to build

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houses in the very shadows of the extensive Wisconsin pineries. This iron is of a superior quality, and can be worked and furnished along the railway lines at one-half the cost of foreign iron. The ore is unsurpassed in richness and purity, and can be transported wherever there is coal, and there manufactured.[1]

Facts, such as these, call loudly upon Government for additional acts of legislation. If English iron of an inferior quality is allowed to enter our country, and successfully compete with the products of our own mines, sufficient duties should be levied upon it to protect us from ruinous competition with their large capitalists, who, by the low wages they allow their half-starved workmen, can afford to sell their iron, even with the present low duties, at the same rates as ours can be afforded at the mines.

In relation to building-stone, Dr. Owen remarks: "I was, for a time, in doubt in regard to the value of the Wisconsin limestone as a building material. Much of the limestone that is taken from the 'diggins' crumbles, also, on being exposed to the weather; yet a portion of the formation will yield some of the best quarries in the world, and several excellent ones are already opened. For example, on the Sinsinnewa Mound, at Mineral Point, at the Four Lakes, and (but not so good,) on the Peccatonica. This excellent building-stone chiefly occurs in the lower portion of the upper beds of the cliff limestone, and also in the lower beds of the 'Missouri limestone.' It is of a beautiful, uniform, light-yellow color — compact, fine-grained, sharp-angled, capable of receiving a handsome finish, and, if well selected, calculated to endure for ages uninjured. It is very readily quarried in square blocks, from six inches to a foot in thickness; can be obtained, however, doule or treble that thickness, and of any required

[1] Report of Committee on Public Lands, May, 1856.

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horizontal extent. The labor of quarrying is light, in consequence of the rock being exposed in cliffs, so as to preclude the necessity of excavation.

"The Magnesian limestone of Yorkshire, England, selected by some of the most experienced geologists in the world as the best building-stone in England, is, if not the equivalent of the cliff limestone of Wisconsin, a rock very closely resembling it. The inference is, that some of the strata of the cliff limestone of Wisconsin may be expected to furnish building materials of a quality the most superior."

In many parts of the State, more recent explorations have been made, and quarries of various kinds of marble discovered, which promise to be abundant and valuable. According to Messrs. Foster and Whitney's report, they are found on the Michigamig and Mennomonee Rivers, and afford beautiful varieties, whose prevailing color is light pink, traversed by veins or seams of deep red. Others are blue and dove-colored, beautifully veined. They are susceptible of a fine polish, and some on the Mennomonee are within navigable distance of New York.

EARTHWORK ANTIQUITIES.

Several very singular monuments, or collections of monuments, are to be seen a few miles from Madison, the capital of Wisconsin. These are conical elevations of earth, standing on the prairies, or sometimes covered by a grove, of very regular shape, usually from five to ten feet in height, and from thirty to fifty in diameter, having a circular base. They are generally in groups, or collective ranges, some half dozen or more being placed in line, in contact or contiguity at the bases, extending usually from east to west. By what people discovered, at what time, or with what design, is still involved in doubt. It seems, however, that they must have been intended for receptacles for the dead.

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The perfect regularity of shape and direction, forbid the idea of a natural formation. The Indians know nothing of them, have no traditions, and therefore the inference is drawn that they were the work of another race, before the tribes now here possessed the country. To our mind, however, the inference is not a legitimate one. The Indian traditions are of the creation, the deluge, the first appearance of man and woman upon the earth, great events connected with the formation and peopling of the world, and kindred to them; but of the extinction of tribes or nations by war, pestilence, and the inhumation of bodies slain by disease or battle, they transmit, we believe, no story. Had these mounds been constructed but a few centuries ago, the present descendants of the people who reared them, might be now informed of their date or object.

These mounds were examined by Mr. Locke, who was astonished to find that some well-informed persons, in their neighborhood, should pretend to dispute their artificial origin. He remarks:[1] "The same ambition to exercise an independent judgment might lead these individuals to dispute that the ruins of Herculaneum are artificial; the same argument might be used, that 'they just come so in the earth.' I am convinced of the correctness of Mr. Taylor's account,[2] in which he describes them as being 'in the form of animals' effigies.'

"There is another group of works about eight miles east of the Blue Mounds. They are on the great road from Prairie du Chien, through Madison, to Lake Michigan — a road so decidedly marked by nature, that I presume it has been the thoroughfare, 'the trail,' the great 'war-path,' ever since the region in the vicinity has been inhabited by migrating man, and will continue to be his pathway until

[1] In his report to Dr. Owen.

[2] Silliman's Journal, 34 vol.

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the hills and the rivers exchange their places." In examining some of these works, I did not discover a ditch or cavity from which the earth to construct them had been taken. They occupy commanding hill-tops and the gentle slopes into the valleys, being uniformly raised from a smooth and well-formed surface, always above inundation, and well guarded from the little temporary currents produced from showers.

"If these figures were originally intended to represent animals, they might have been much more distinct and specific than they now are. It is obvious that any minute delineations must soon be obliterated by the agency of the weather. Most of them have the upper part of the head, the ears, or antlers, apparently too large — at least it appears so in the drawings. They are the favorite resort of badgers, which, finding them raised and dry, have selected them for burrowing; and it is wonderful that they retain their outline so perfectly. But above all the creatures, civilized man will obliterate them the most speedily; and it is much to be regretted that the multitude of extraordinary figures, raised like embossed ornaments over the whole part of this country, could not be accurately measured and delineated before they shall be obliterated for ever. I had other duties to perform, and was enabled to take these measurements by an enthusiasm which awoke me in my tent at midnight, and assisted me to prepare my breakfast before day, and sent me into the cold bleak fields on a November morning, to finish the admeasurements of a whole group of figures before the usual time of commencing the labors of the day. Mr. Taylor has represented the effigies of birds, and one of the human figure, as occurring here; and I am happy, with a full conviction of the general accuracy of his representations, to call the reader's attention to his interesting paper.

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"On one of the hills I saw an embankment exactly in the form of the cross, as it is usually represented as the emblem of Christianity. Some of the surveyors brought in sketches of works in the form of birds, with wings expanded, and I heard of others in the form of lizards and tortoises. From what I have seen, I should think it very probable that these forms are to be found. But in order that their existence should excite in the public that interest which, as relics of ancient history, they really possess, they should be so exactly surveyed and depicted that their representations can be relied upon with confidence. I object to the very careless and imperfect manner in which most of our antiquities have been examined, by which they have been rather guessed at, than surveyed."

Other earthworks have been found scattered over different parts of the State. At Aztalan, in Jefferson County, there is an ancient fortification, 550 yards long, 275 yards wide, with walls four or five feet high, and more than twenty feet thick at the base. Another work, resembling a man in a recumbent position, 120 feet long, and 30 across the trunk, is to be seen near the Blue Mounds; and one resembling a turtle, 56 feet in length, at Prairieville. These artificial works are generally without order, but sometimes have a systematic arrangement, with fragments of pottery often scattered around. Some are so defaced as to make it difficult to trace the animal resemblance referred to, while others are distinctly visible. One is said to have been discovered near Cassville, resembling the extinct Mastodon.

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CHAPTER V.

LUMBER REGIONS OF WISCONSIN — RIVERS — LAKES, ETC.

WISCONSIN possesses peculiar advantages as a lumbering country. There are vast pine forests on the Upper Wisconsin and its tributaries, the Wolf river, the St. Croix, many branches of the Mississippi, and on Lake Superior. The other forest trees are spruce, tamarac, cedar, oaks of different species, birch, aspen, basswood, hickory, elm, ash, hemlock, poplar, sycamore, and sugar maple. The oak openings form a pleasing feature in the landscape, and comprise a large portion of the finest lands of the State. They owe their present condition to the action of the annual fires, which have kept under all forest growth, except the varieties of oak which can withstand the sweep of that element.

A few years since the lumber of Western New York, and Pennsylvania, had undisputed possession of the market of the Ohio and Mississippi valleys, above New Orleans. The course of this trade may now be considered as permanently changed. The extensive and valuable pineries of Wisconsin control, and will soon have entire possession of these markets, and also supply, to a considerable extent, the country on the lakes.

The whole region between the Wisconsin and St. Croix rivers is interspersed with thick groves of large white pines, which are not excelled in quality by those of Maine, New Brunswick, the Alleghany or Susquehanna rivers, or of any other part of the world. While some of this pine timber

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is found in low or marshy places, the largest portion is upon dry ground, which, when the timber is removed, is well adapted to cultivation. No accurate estimate has been made of the quantity of these pine lands. Upon the Wisconsin, the Black, and the Chippewa rivers, as well as their tributaries, are numerous lumbering establishments, the annual product of which exceeds three hundred million feet; while, in addition, saw logs are rafted and run from these rivers to the cities and villages on the Mississippi, to be there manufactured into lumber, amounting to about half the same quantity. The value of the lumber products of the forest, in that portion of the country drained by these four large rivers, already amounts to a sum varying from five to eight millions of dollars (though lumbering is yet in its infancy). This article is gradually increasing in value, and must continue to increase, as the demand in the Mississippi valley is, and ever will be, greater than the supply. The latter is limited; the former can have no assignable limit.

The completion of the St. Croix and Lake Superior Railroad will open this valuable region to the settler, affording him an opportunity of supplying a large market in the southern part of this State, and in Illinois, Iowa, and Missouri. *Thousands of acres of these valuable timber lands are waiting for settlers to occupy them, at Government price* — $1.25 *per acre.*

Proprietors of extensive pine lands have usually adopted the policy of selling to lumbermen the right of cutting the timber, receiving a certain stipulated price for what is called the "stumpage," and afterwards selling the soil to the farmer. The "stumpage" upon the Penobscot, the Kennebec, and the Androscoggin, in Maine, the St. John's in New Brunswick, and upon the Alleghany and the Susquehanna, is from $5 to $8 per thousand feet. The price,

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of course, is regulated very much by the market value of lumber and the supply of pine timber. Upon these lands it would be worth now from $2 to $5 per thousand feet, depending very much upon the distance it required to be hauled. It is safe to estimate the "stumpage" at the average price of $2 per thousand. Ordinary pine trees will yield at least one thousand feet each, and it ought hardly to be called timbered land that will not average twenty-five trees to an acre; so that, upon this calculation, the stumpage of these lands would be $50 per acre, which, extravagant as it may appear, we believe is quite within bounds.

The river St. Croix, separating the State of Wisconsin from Minnesota, is celebrated for its pineries. It is estimated, that in the year 1855 there was sent to market, sawed and in the log, 300,000,000 feet. Estimating the average value of this lumber "afloat," at $10 per thousand feet, the value of the trade for that year would be $3,000,000.

"The lumbermen of the St. Croix, during the sessions of the Wisconsin and Minnesota Legislatures of 1850–1, procured the incorporation of the 'St. Croix Boom Company,' with a capital of $10,000. This work was considered absolutely necessary, to facilitate the business of driving, assorting, and rafting logs. The stock was speedily taken; and by the following season the boom was built and ready for service. The work is substantial and permanent. Piers of immense size are sunk at proper distances, from the Minnesota shore to the foot of a large island near the centre of the stream, and again from the head of the island to the Wisconsin shore. The boom timbers are hung from pier to pier, and the whole river is entirely commanded, with no possibility of scarcely a single log escaping. The charter of the Company compels them, however, to give

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free passage to all boats, rafts, &c., ascending or descending the river. This duty is rather difficult to perform at certain times, particularly when the logs are running into the boom briskly, and hands are not to be had to raft and run them out. This was the case once this season. The Asia came up with a heavy freight, which she had signed to deliver at Taylor's Falls. When she reached the boom a barrier of three or four miles of logs compactly intervened upon the water's surface, and forbade her further progress. The Company had been unable to procure laborers to clear out the logs, but were nevertheless clearly liable to damages for obstructing navigation. They chose the only remedy at hand, which was to receive the freight, and pay its transportation up to the Falls in Mackinaw boats. With a full complement of men the boom can always be kept clear at the point where it crosses the main channel of the river.

"The importance of the lumber business of the St. Croix river would hardly be estimated by a stranger. Large quantities are floated down the Mississippi to St. Louis. The business of getting out the timber is carried on in the winter, and affords employment to large numbers of young men. The price of timber, as quoted in St. Paul market, is, for the best, $30 per M.; for common, $20."

The country lying between Green Bay and the Wolf river, as far north as the State line of Michigan, is slightly rolling, with a general depressive inclination southerly; generally the soil is rich and productive, and extensively covered with a heavy growth of timber, viz: white and Norway pine, hemlock, rock maple, birch, cedar, tamarac, and some other varieties in smaller quantities. Pine lands, 75 miles north of Fond du Lac, without any commercial facilities, except being near some navigable stream, are now worth from ten to twenty dollars per acre. Chicago fur-

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nishes, to St. Louis, as a regular business, large quantities of manufactured lumber from that section of country; and such is the profit derived from this branch of trade to all concerned in it, that along the streams of Northern Wisconsin, navigable for lumber, nearly all the Government pine lands, for a distance of 75 miles north of Fond du Lac, have been taken up. Near the Michigan line and north of it, large quantities of the most beautiful and valuable curl and bird's eye maple abound.

The rapids of the streams flowing through this part of the country furnish abundant water-power for the manufacture of lumber; and on the annual spring rise, and occasional freshets at other seasons of the year, the yield of the mills is floated from the Wolf into Lake Winnebago and the Lower Fox. Large quantities besides are floated into Green Bay. It is difficult to estimate the amount of lumber produced yearly in the region under consideration. The pine trees from which it is made are nearly all taken from the public lands. From reports to Government, it is calculated that the timber on the Oconto and Wolf rivers, and on the head waters of other streams, will afford sufficient supplies for thirty years, although becoming less accessible every year.

Lumber from Wisconsin now passes in considerable quantities through the Illinois Canal to the Mississippi, and the towns on the Illinois river.

The produce of the Wolf river pineries, although but lately noticed, has hitherto been underrated. It has been estimated, by persons well acquainted with the business, that in logs and lumber an amount equal to not less than seventy-five millions of feet of pine lumber passed down the Wolf river last year, and will not be less the present year. The business is increasing, and employs a great many men and teams. It is estimated that the work of

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each ox team, and the number of hands employing it, will clear from five to seven hundred dollars in a season over expenses; although there are instances in which nearly double that amount has been made. Most of those engaged in the lumber business of Wolf river are from Maine, and state the facility for getting logs out and running them to be superior to anything in their experience. The opportunities for going into business have been very favorable to poor men, and at the present time there is no class of people in a more thriving condition than the lumbermen. Pine lands are now held at from five to ten dollars per acre, and, in some instances, as high as twenty for choice tracts.

The quantity of lumber manufactured from the various regions or lumbering points in 1854, was estimated as follows:

Black River	48,000,000
Chippewa	60,000,000
Green Bay and Oconto	100,000,000
Manitowoc	35,000,000
St. Croix	70,000,000
Red Cedar River	20,000,000
Wisconsin	125,000,000
Wolf River	40,000,000
Total	498,000,000

There are also numerous mills scattered throughout other sections in the State, from which no statistics have been obtained, which, in all, would lead us to estimate the manufacture in the State as high as five hundred and fifty millions of feet in 1854, since which time the business has increased at least 50 per cent.

The Chicago, St. Paul and Fond du Lac Railroad, by affording an easy communication to a portion of this

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region, will render it more advantageous to the settler. This Company lately received over a million of acres, being a part of the lands donated to the State by the U. S. Government for railroad purposes.

The Milwaukee and Horicon Railroad Company, from Milwaukee to the City of Superior, is about purchasing from Government a strip of land, equal to a million of acres, which they will select partly from timber lands. This road, when completed, will also open a vast section of country to improvement

Persons desirous of settling in Wisconsin should remember that thousands of acres of fine lands, thickly covered with timber, are yet open to pre-emption, along the routes of these railroads. Although it is at first tedious, and more difficult to bring the soil under cultivation than on the prairie, yet it is generally conceded that, in the end, a farm in the woodland will be the most desirable; the soil is thought to be stronger, and better adapted to wheat, fruit, etc. Emigrants from timbered countries generally select these lands, while those from the prairie regions of Illinois and Iowa settle on the prairies here. The first crop is put in on the sod, and is generally very good.

Eastern capitalists are greatly needed to develop the unrivalled water-power of the rivers we have mentioned, as yet but partially used. The immense pineries at their sources are convenient to their several falls; besides, the growing demand for lumber in the adjoining States (without any competition in the Mississippi valley), presents opportunities for the investment of their capital rarely offered. Most of these rivers empty into the Mississippi, and are navigable for rafts and boats of large size.

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RIVERS.

Wisconsin is more bountifully supplied with water communication than any other State in the Union. On its western border flows the mighty Mississippi, while its interior is traversed in every direction by navigable streams, flowing generally in a southwestern direction, and discharging their waters into this great river.

The Mississippi rises far in the regions of the northwest, and flows but a short distance before it becomes a broad stream. Sometimes, in its beginnings, it moves, a wide expanse of waters, with a current scarcely perceptible, along a marshy bed. At other times it is compressed to a narrow and rapid current, between ancient and hoary limestone bluffs. No thinking mind can contemplate this mighty and resistless stream, sweeping ever onward from point to point, through dark forests, and cultivated lands, without a feeling of awe.

After a course of about two hundred miles from its source, it bends towards the east, and approaches within forty miles of *the Bay of St. Louis, the head of ocean steam navigation* of Lake Superior. From the earliest accounts we have of this route from the lake to the river, it has been more generally traversed than any other in the northwest. Large quantities of furs have been sent from the northern part of Wisconsin in bark canoes up the St. Louis river, thence carried across the portage to Sandy Lake, and re-embarked there for the Mississippi. This trip has frequently been taken by tourists, and by many of the first settlers of the City of Superior.

On the bosom of the "Mighty Father of Waters," the agricultural and mineral productions of our State find their way to St. Louis, New Orleans, and the Gulf of Mexico.

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Immense rafts of lumber are constantly seen floating down its current, consigned to various ports on its banks.

The lands bordering on this river are of incomparable fertility, equally adapted to the growth of wheat or the rearing of cattle, and afford a large surplus for exportation. The immigration to this favored region is great. Villages and towns are rapidly springing up, on sites which, a few years ago, were the hunting grounds of various savage tribes. The daily travel on steamboats up this river is enormous, and increasing at such a rapid rate, that in a few years the valley of the Upper Mississippi will contain a dense population.

The Wisconsin is the largest river that intersects the State. It rises near the northern boundary, and flows southward to the Winnebago Portage, in Columbia county; thence it pursues a southwesterly direction until it enters the Mississippi, four miles below Prairie du Chien. The whole length is estimated at 600 miles. In the upper part of its course it is bordered by extensive forests of pine timber, of which large quantities are sent to market. It is navigable for steamboats to Portage City, about two hundred miles, and a canal is in process of construction from this point to the Nenah or Fox river, a distance of a mile and a half. Once completed, heavy freight between the Eastern markets and St. Louis will seek this channel, in preference to that of the Illinois and Michigan Canal, as now it seeks the latter in preference to other routes.

The St. Croix river has its extreme source in Lake St. Croix and several other lakes that lie near the west end of Lake Superior. It is but a short distance (four miles, we believe), between this and Burnt Wood river, which flows into that lake. Across the narrow portage which separates their waters, large quantities of furs, merchandise, etc., have been transported on the shoulders of voyageurs,

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and re-shipped in bark canoes for the Mississippi. The St. Croix river pursues a southwestern course from its source, until it reaches the east line of Minnesota. From this point it flows southward, forming the boundary between that State and Wisconsin, until it empties its waters into the "Great River." The whole length is about two hundred miles. Large quantities of lumber are cut from the extensive pine forests bordering on its banks, and floated down to the Mississippi.

The Bad Axe, Black, and Chippewa rivers, are important channels for floating timber to market from the pine regions in the northwestern part of the State.

The Menomonee, emptying into Green Bay, and the Montreal, into Lake Superior, are rapid streams, which are valuable for mill-sites. They form part of the northeastern boundary. The Menomonee has a descent of 1049 feet. There are numerous saw-mills in operation on its waters, turning out large quantities of lumber yearly, which are floated into Green Bay.

The St. Louis river, considered as the primary source of the St. Lawrence, flows some thirty miles along the northwestern part of the State; if is navigable a short distance from its mouth, and will be more fully described in Part II. of this work.

The Fox River, or, as it is called by the Indians, Neenah, is one of the most important rivers in the State. It rises in Marquette County, and flows nearly south-west, towards the Wisconsin; when within one and a half miles of that river, it changes its direction to the north; after flowing a few miles, it passes through Lake Winnebago, and falls into Green Bay. Its whole length is estimated at two hundred miles.

The Fox River Improvement is designed to enable boats to pass from Lake Michigan to the Mississippi.

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The whole length of canal necessary to secure a steamboat communication from Green Bay to Lake Winnebago, is about five miles. It is 100 feet wide on the bottom, and 120 at the top (two feet wider than the famous Welland Canal). The locks are 40 feet wide, by 160 long, and built in the most permanent manner, of solid stone masonry, and in a style that will not suffer in comparison with any similar work in the Eastern States. It is calculated that, with the improved manner of working these locks, a steamer can pass each in the short space of three minutes. This will afford a rapid transit for the vast amount of freight that must and will seek an outlet through this thoroughfare to an Eastern market. The capacity of the river for all purposes of navigation is undoubted; at no season of the year can there be any failure of water.

Twelve miles above Oshkosh, westward, is the mouth of the Wolf River, a tributary of the Fox, and navigable for steamers for one hundred and fifty miles. Forty miles above the mouth of the Wolf River is the town of Berlin; sixty miles further is Portage City and the town of Fort Winnebago; above which places, for sixty miles, and below for one hundred and thirty-five miles, the Wisconsin is now navigable for steamers.

Through these, a ready communication will be secured with the Mississippi and its tributaries; and it is confidently calculated that, at no distant day, steam tugs, with between 200 and 500 tons burthen in tow, each, from St. Peter's River, from St. Paul, and other places in that direction, will land their cargoes at Green Bay, to be shipped to an Eastern market. The objection to be urged to this route, from so remote a locality, is, that it will take too long to make the transit. To this we have to reply, that it is estimated by those who know better than we, that this great distance can and will be overcome by just these kinds of

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crafts in from four to six days, and by passenger boats in much less time.

This improvement will open about 1000 miles to steam navigation, between Lake Michigan and the Mississippi River, including the navigable streams in the interior of Northern Wisconsin, Iowa and Minnesota.

This stupendous work, when completed, will do far more for the prosperity and advancement of the vast regions, opened to the advantages of connection with the Atlantic market, than any other improvement contemplated.

LAKES.

Lake Michigan. — This, which is second of the great lakes in size, is, in situation, soil, and climate, in many respects, preferable to them all. It is the largest lake that is wholly included within the United States. Its length, following the curve, is 360 miles; its greatest breadth, about 90 miles; contains 16,981 square miles, and has a mean depth of 900 feet. Its surface is about 600 feet above the level of the sea. On its western shore is the great indentation of Green Bay, itself equal to the largest European lakes, being a hundred miles in length, by thirty in width, well sheltered at its mouth by the Traverse Islands, and having for its principal affluent the outlet of Lake Winnebago and the Fox River. No lake in the world is surrounded by so rich an agricultural country as Lake Michigan. On its western shore is Wisconsin, with its productive grain and grazing lands, and its immensely valuable lumber region; on the north-west and north is that vast region of mineral wealth of part of the State of Michigan; on its eastern border is the Michigan Peninsula, yielding its vast supplies of cereals, especially wheat and maize; and on the south and south-west lie Indiana and

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Illinois, whose inexhaustible stores of agricultural products amaze the world.[1]

On the Wisconsin side, several large cities have sprung up, which are rapidly increasing in commerce and wealth.

The total amount of the trade of Lake Michigan for the year 1851, was estimated at $58,468,029. In 1856, the imports and exports of Milwaukee alone, one of its most important ports, reached the sum of $48,000,000. The entire commerce of the Lake for that year amounted to over $375,000,000.

Besides the great lakes which border its northern and eastern shores, Wisconsin has a number of smaller ones, varying from one to thirty-eight miles in extent. These lakes are often surrounded by the most beautiful scenery, and abound in various kinds of fish, while on their shores are found fine specimens of agate, cornelian, and other precious stones. Large quantities of wild rice grow in the shallow waters on the margins of some of them, and attract immense flocks of water-fowl to these localities.

Lake Winnebago, in the eastern part of the State, is the largest of its inland lakes. It is about twenty-eight miles long and ten wide, with an area of about two hundred and twelve miles, and communicates with Green Bay through the Fox or Neenah River. Its depth is unequal, but amply sufficient for purposes of navigation.

"Four Lakes" is a name given to a chain of beautiful lakes in Dane County, extending in a line from northwest to southeast, and emptying their waters into Catfish River. They are very transparent, and of sufficient depth in most places for navigation. The country surrounding them is undulating, and consists mostly of prairies and "oak openings," which, in the opinion of many, bear a great

[1] Andrews' Report.

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resemblance to English Park scenery. It is truly the "garden spot" of Wisconsin.

First Lake, the lowest of the chain, is three miles and one-eighth in length, by two in width, covering about five square miles. It is situated a short distance above Dunkirk Falls, near the southern line of the county.

Second Lake, the next in order, is three and a half miles long, and nearly two wide; and, like First, has an average depth of twelve feet.

Third Lake is next above, at a distance of seven-eighths of a mile. It is about six and a half miles in length, by two in width. Madison, the capital of the State, is located on the north shore of this lake, on the strip of land between it and the next, about one mile across.

Fourth Lake.—This beautiful expanse is the uppermost, and by far the largest of the chain — being six miles long, about four wide, and from fifty to seventy feet deep — covering an area of sixteen square miles. It is navigable for small steamboats.

The land around this lake rises gradually from its margin, and forms, in the distance, the most beautiful elevations, the slopes of which are studded with clumps of woods, and groves of trees, forming the most charming natural scenery. The greatest variety of fish is to be obtained in this beautiful lake; and it is believed, that for salubrity and fertility, this entire region will compare with any portion of the State.

"The water of all these lakes, coming from springs, is cold and clear to a remarkable degree. For the most part, their shores are made of a fine gravel shingle; and their bottoms, which are visible at a great depth, are composed of white sand, interspersed with granite boulders. Their banks, with few exceptions, are bold. A jaunt around them affords almost every variety of scenery — bold escarp-

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ments and overhanging bluffs, elevated peaks, and gently sloping shores, with graceful swells or intervals, affording magnificent views of the distant prairies and openings; they abound in fish of a great variety, and innumerable water-fowl sport upon the surface. Persons desiring to settle in pleasant locations, with magnificent water-views and woodland scenery, may find hundreds of unoccupied places of unsurpassed beauty upon and near their margins."

Lake Pepin is an expansion of the Mississippi River, west of Wisconsin. In some places it is three miles wide, but generally averaging about two and a half, filling the whole space from bluff to bluff, except at two points, where small meadows appear, and extending in length twenty-five miles upon the river. It is destitute of islands. All along its shores, majestic bluffs of limestone stretch with more regularity, and rise to a height more nearly uniform, than in other parts of the river. At the entrance of the lake, high above all the rest, towers the "Maiden's Rock," some two hundred feet above the water, grand in nature, and associated with one of the most touching and romantic of Indian legends — the oft-repeated story of Winona. As each passer-by always relates it, we will not be an exception — it is an "ower-true" tale of Indian fidelity and affection: —

Winona was the daughter of a celebrated chief, who had betrothed her to a favorite warrior; but her heart had been pledged to another, not less noble, but more youthful brave. She resisted for some time the wishes of her father, but at last he vowed that she must accept the object of his choice. The wedding-day was appointed, and the chief had proclaimed a feast. Among the delicacies to be provided for this occasion, was a certain berry that was found in great perfection upon this bluff. It was on a pleasant summer's evening, and all the female friends of Winona,

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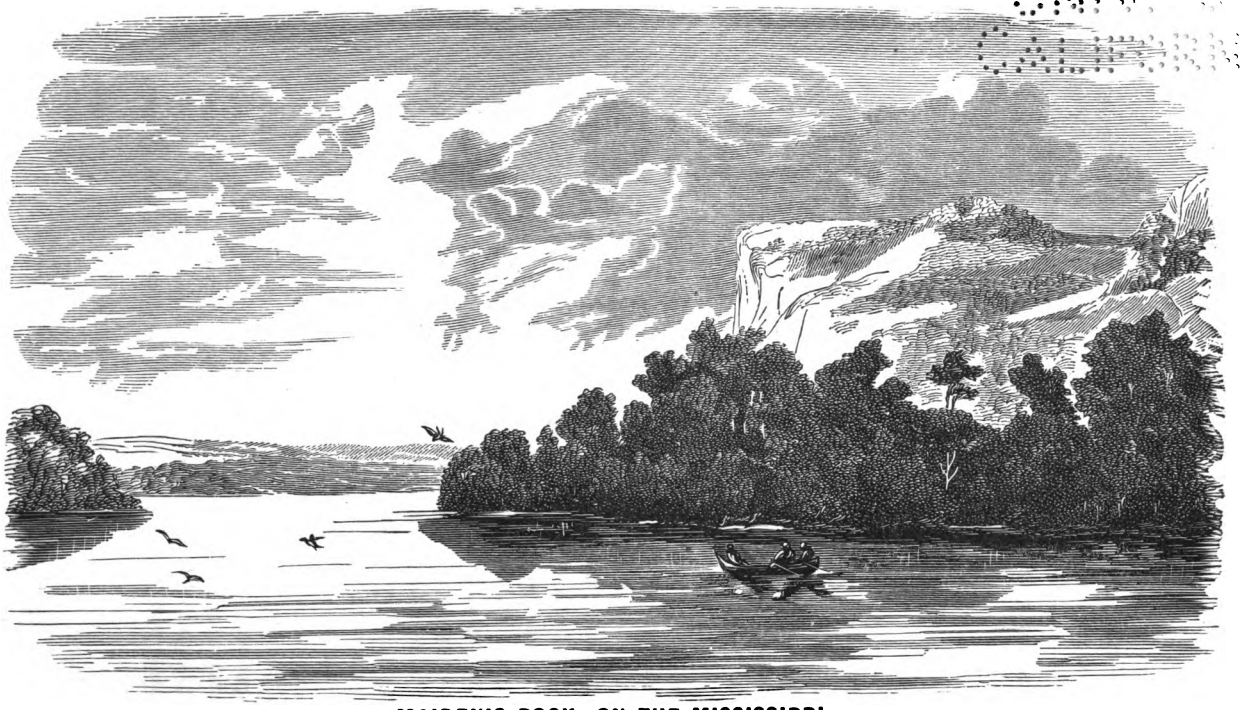

MAIDEN'S ROCK, ON THE MISSISSIPPI.

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accompanied by herself, were picking the desired berries. Carelessly did the "dark-haired maidens" wander on; all at once, a low plaintive song fell upon their ears, and lo! upon the very edge of the frightful precipice stood the hapless Winona. Her song was death-like — she motioned them to keep back — then, one moment more, and Winona, the pride of her tribe, was buried in the clear, cold bosom of Lake Pepin.

Pure woman's love, mysterious power,
From gentlest breast dispels its fear—
Winona, in her darkest hour,
Nought but its whisperings can hear.

O'er that tall rock, her death-song floats,
Deep and despairing love its theme,
Untutor'd nature swells its notes,
Closing life's sweet, but mad'ning dream.

Pepin! thy waters long shall lave,
With swelling stream, yon rock's rude breast;
It marks the Indian maiden's grave,
Where one pure heart has sunk to rest.

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CHAPTER VI.

THE PRINCIPAL CITIES — MILWAUKEE — MADISON — RACINE, ETC.

MILWAUKEE,[1] the largest and most important city in the State, and, after Chicago, the most flourishing on the lakes, is situated on the west shore of Lake Michigan, and on both sides of the Milwaukee river. It is pleasantly located, partly on the flats bordering the river, and on the bluffs rising abruptly from the lake to the height of some 100 feet. The river, running nearly parallel to the lake in a southerly direction, is navigable for the largest steamboats over two miles from its mouth.

As the commercial capital of Wisconsin, its situation demands particular attention. The laws which govern trade and travel are, by the improvements and spirit of the age, reduced to two: — 1st. The shortest route to market; 2d. The *quickest and cheapest* mode of transportation. The products of the Northwest seek a market upon the Atlantic coast. Heretofore, New York and Boston have monopolized the trade of this region. They will always retain a large share of it; but the recent improvements in the Canadas, and those projected, are rapidly diverting trade to the valley of the St. Lawrence. Business relations are being established between the cities of Quebec, Montreal,

[1] For the facts and statistics in this article, we are indebted to the Report of the Board of Trade, prepared by its Secretary, Andrew J. Aikens, Esq.

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VIEW OF THE CITY OF MILWAUKEE.

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Toronto, and Hamilton, on the one hand, and the Western Lake ports on the other. As regards New York and Boston, Milwaukee holds the most favorable position of any port on the western shore of Lake Michigan. Taking Buffalo as a common point on all the lines of trade between these ports and those markets, it will be seen: 1st. That Milwaukee, by water communication, has the advantage in time and distance over any places at the south. 2d. For the most direct route to Buffalo, either by land or water carriage, Milwaukee (so soon as the direct communication by the Detroit and Milwaukee Railroad is opened) presents the most natural centre for all the trade and travel between the Northwest and the East.

It may be remarked here, that this direct route, including, as it does, 81 miles of ferriage, from Milwaukee to Grand Haven, is considered by some as of doubtful practical utility, as a reliable and safe means of communication at all seasons. Let it be borne in mind, however, that ice never forms in Lake Michigan, owing to its great depth, and that the two termini of the ferry, viz: Milwaukee and Grand Haven harbors, would be kept open by the semi-daily boats, if not by the direct action of the waves of the lake. The only severe storms to be feared being from the N. N. E., would not, even in the worst cases, prevent good staunch boats making their regular trips, as in leaving Milwaukee harbor they would be constantly making a windward shore and smooth sea, and in leaving Grand Haven, although approaching a lee shore and rough water, would have an easy and safe access to a secure river harbor. The only days on which regular trips could not be made would be those when the cold was so intense that ice would form rapidly on the running and steering machinery of the boats. This would not be, according to observations made for a series of years, more than five days in the year. Even the

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present winter, with thirty days of cold weather, the harbor remained open.

As the general direction of Northwestern trade and travel is coincident with the parallels of latitude instead of those of longitude, and as Milwaukee is in the same degree as the great Eastern markets, it can be easily seen that all the contemplated and progressing improvements must make it the natural centre or most available common point in the Northwest, whether by the semi-inland route, through Michigan and Canada, or around the Lakes. The advantages of this position will be very strongly developed, so soon as the direct route east, via Grand Haven and Detroit or Port Huron, is opened, and our system of railroads to the Mississippi completed. Its business radius will then extend from below Savanna, Ill., in the Mississippi valley, to the extreme Northwest, sweeping in the trade of Northwestern Illinois, Iowa, and Nebraska, in addition to that of our own State.

The harbor of Milwaukee is one of the best on the Great Lakes. The river widens at its mouth into a semi-circular bay, $6\frac{2}{3}$ miles from point to point, and $2\frac{1}{2}$ miles across. At the point of approach to the lake, an artificial channel is in progress of construction.

This new harbor entrance is 260 feet in width, and will soon be excavated to a sufficient depth to accommodate the heaviest tonnage of the Lakes, and, when completed, will make it the most accessible and capacious on Lake Michigan. The facilities presented by the old harbor — in improving which the United States expended, in 1844–5, $50,000—will still be preserved. For over five-eighths of a mile between these two entrances, the river is both wide and deep. Nothing but the grossest and most ruinous neglect, on the part of the city and of the U. S. Government, will ever permit this old harbor to fill up or become useless.

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EDUCATIONAL ADVANTAGES—HEALTHFULNESS OF LOCATION

Milwaukee, unlike many other cities of the West, combines the advantages of trade with equal advantages of education and health.

The system of Free Schools was early established in Wisconsin, by the appropriation of the sixteenth section of every township in the State for the support and maintenance of common schools. From the proceeds of the sectional and overflowed lands, donated to the State, it is estimated that the School Fund will amount to $5,000,000. The avails of this permanent fund are set apart for the purposes of education.

There are, in the City of Milwaukee, seven public schools. Each school has a primary, intermediate, and grammar department, and each department two or three teachers. The amount expended for educational purposes during the past year (aside from school-house repairs), was about $15,000. Of this sum, nearly $8000 accrues from the State Fund.

Besides the public schools, the city has a University, incorporated with full powers, and in successful operation, not inferior to any institution of the kind in the West. It has, also, a Female College in flourishing condition. In addition to these, there are several private schools of character and reputation, and a fully-organized Commercial College, all of which are well patronized and sustained.

Built upon the high bluffs of Lake Michigan, and the picturesque slopes of the Milwaukee river, this city is unrivalled in beauty of location by any other in the Northwest. It is a rare circumstance to hear of a person of delicate health leaving it on account of difficulty of acclimation. On the other hand, instances are numerous of

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people coming here with tendency to diseases of various kinds, who have, after a few years' residence, entirely recovered. In summer it is not subject to the excessively hot and sultry weather of low towns, and in winter there is not the same intensity of cold — the lake being colder than the atmosphere in summer and warmer in winter. We estimate the mortality for the past year at two per cent., being less than the average of Boston or Buffalo for the past five years.

POPULATION.

The rise, history, and growth of the City of Milwaukee, is one of the wonders of a marvellous age and region. A few years ago the present site was a solitary waste, or field of savage warfare. In 1834 it contained only two log houses. The following table will show its rapid increase, up to the present date.

1838	700	1850	20,000
1840	1,751	1853	25,000
1842	2,700	1855	32,000
1846	9,655	1857	45,000
1847	14,061	1860 ..... estimated	60,000

This increase has not been spasmodic or forced, but has followed the growth of the country tributary to it.

VALUATION.

The following table will show the assessed valuation of the real and personal property of the city. The preponderance in favor of the Third Ward is owing to the fact that the heaviest part of the mercantile wealth is located here, and constitutes nearly one-half of its valuation.

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First Ward	$3,262,260
Second Ward	3,095,950
Third Ward	8,958,850
Fourth Ward	5,358,470
Fifth Ward	5,094,110
Sixth Ward	1,999,190
Seventh Ward	6,388,340
Total	$35,458,130

The actual indebtedness of the city on the 4th of March, 1856, as reported by the City Comptroller, was $229,550.

The tax list is divided as follows for the current year of 1857:

Ward Tax	$69,935
Interest Tax	31,196
County Tax	47,944
City Expenses	23,976
State Tax	22,374
School Tax	9,588
Total Taxation	$199,015

REAL ESTATE TRANSACTIONS.

Real estate during the first six months of the past year advanced rapidly, and at the rate of 25 to 30 per cent. increase on the prices of 1855. It closed with prices steady at the advance made in the early part of the season. It was marked by great activity in building, and the improvements were of the most substantial character. In fact, their extent has been only limited by the supply of material and mechanics.

BUILDINGS AND IMPROVEMENTS.

Formerly, the brickmakers of Milwaukee were able to supply the consumption at home, and also export to the extent of 12,000,000. During the past year, although

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there has been a large increase of manufacture, less than 1,000,000 of bricks were exported, and of this number a great share was on old contracts. Large numbers of stores were erected, many of them spacious and valuable buildings. As nearly as we can ascertain, there are of this class 75 stores, of an aggregate cost of $250,000. In addition to these improvements, there were erected 500 small buildings, including shops, offices, and dwellings, costing, on an average, $1000 each, at an aggregate cost of $500,000.

Besides the improvements we have mentioned, there were many other buildings erected. The amount expended upon construction and repairs, exclusive of streets and ground, exceeds $2,150,000.

In this connection it is pertinent to remark, that Milwaukee is celebrated for the manufacture of a peculiar kind of brick, of a delicate cream or straw color, agreeable to the eye, and unaffected by the action of the elements. The appearance of the houses, chiefly built of this material, is very striking, and to a stranger visiting the place for the first time, presents an admirable and remarkable sight. Few cities in the country (if, indeed, there are any) have the materials for building more at hand, or of finer quality, than this. Not only quarries of beautiful, light-colored stone, within the limits of the city, and adjacent to the railroads, but also lime in abundance for home consumption and exportation.

As to lumber, the pineries of the north supply the city with 100,000,000 feet annually.

WHOLESALE TRADE.

The wholesale business of Milwaukee has received a great impetus lately, on account of the penetration of the interior of the State by railroads, and the opening of a direct road to the Mississippi. From present appearances,

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there is abundant reason for believing that this part of its trade has but just begun, and that the future will see it increase in still greater ratio.

During the present year, the Milwaukee and Mississippi Railroad was opened to Galena and Dubuque, and also to Prairie du Chien. By either of these routes merchandise can be delivered from Lake Michigan to the Mississippi river, with less railroad transit than any routes now in existence.

Among the most important railroads is the Milwaukee and La Crosse, which passes through the interior of the State, opening up some of the finest farming lands in the West; also running its branches into the lumber and mining regions of the North, as well as forming connections with the Land Grant roads of Minnesota, which will eventually carry to Milwaukee, to be shipped to the East, a large portion of the produce of that productive State. The completion of these roads will bring to this city a heavy trade, that has been always supposed would centre at Chicago. Already Milwaukee outstrips her in the grain business; the receipts and exports at this place, the present season, exceed those of Chicago, and there is no reason to show why they may not for the future.

The merchants of this city procure transportation at a less tariff of freight than any port on the lake, by the lines of propellers now running between this and the lower lake ports, so that they are able to sell to the more Western houses at rates of advance, on New York, Boston, and Philadelphia prices, little more than cost, insurance, and transportation. At least 150 merchants are engaged in the wholesale business of this city, besides a large number who do a heavy retail trade with the country lying on the railroad lines. The amount of the wholesale trade, for the year 1856, is estimated at $16,942,000.

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Among the houses included in this estimate are eighteen whose sales are over $200,000 each; eight that sell over $300,000 each; three that sell over $400,000; and two that sell over $500,000 each.

MONETARY.

No city in the Union offers better, safer, or more remunerative employment for capital, than Milwaukee. The banking-system of Wisconsin is probably the safest in the United States. Under such an organization it is scarcely possible that bill-holders can suffer loss.[1]

There is no law in Wisconsin against high rates of interest. The legal rate for banks being 10 per cent., and 12 per cent. for other purposes. The penalty for higher than these rates being simply a forfeiture of the interest charged, and only recoverable by a tender of the principal

[1] "Every bank must transfer, in trust, to the State Treasurer, United States stocks, or any State stocks on which full interests at not less than six per cent. is annually paid, and estimated at their average value for the previous six months in New York City, equal to the amount of bills intended to be put in circulation; but the Comptroller is not bound to receive them unless he considers them safe.

"The law further provides that the bonds of any Railroad company in this State, which have forty miles or more in operation, bearing a rate of seven per cent. per annum, interest payable semi-annually, and secured by a deed of trust upon such road, may be received in lieu of public stocks; but, in such case, bills shall be issued for *not more than one-half the amount of such bonds.*

"And, as an additional security to bill-holders, it is provided that, before circulating any notes, bonds shall be given by the directors and stockholders of the bank, secured to the satisfaction of the Comptroller, to the amount of one-fourth the bills to be issued.

"Each bill must have on its face the words, 'Secured by pledge of Public stocks,' (or of Railroad bonds,) and be countersigned by the Bank Comptroller."—*Abstract of the Banking Law of the State.*

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in gold. Large amounts of capital are flowing here yearly for investment, drawn from other States, in which the legal rates of interest are from six to eight per cent.

The Banks average 10 per cent. dividends; the Insurance Companies, 10 to 15; and the Railroads, 8 to 10 per cent. Several millions of dolllars could be invested at these rates in the city.

Table, showing the Principal Items in the Reports of the Banks of the City of Milwaukee, as made to the Comptroller, for January, 1857.

Name of Banks.	Loans and Discounts.	Stock deposited.	Specie.	Capital.	Circulation.	Deposits.
State Bank of Wisconsin, - -	$774,884 96	$69,000	$50,823 19	$400,000	$59,721	$485,887 75
Farmers' and Millers' Bank,	572,810 90	45,000	22,434 65	250,000	43,409	371,774 85
Bank of Milwaukee, - - -	374,367 50	50 000	11,910 43	200,000	46,347	103,353 37
Wiscon. M. & F. L. Co. Bank,	361,695 66	50,000	66,940 02	100,000	49,327	320,963 02
People's Bank, - - - - -	73,278 19	23,000	8,111 60	25,000	22 997	75,412 54
Marine Bank, - - - - -	86,622 77	30,000	5,049 09	50,000	23,842	97,776 51
Second Ward Bank, - - -	60,003 61	25,000	11,103 94	25.000	21,623	72,495 82
Total, - - - - - -	$2,305 663 59	$292,000	$176,372 92	$1,050,000	$2· 6 366	$1,527,693 86

Besides the business done by the eight banks of issue, there is a large amount of transactions through private bankers and brokers. During the past year, there was added to the banking capital of the city $475,000, and it is contemplated to increase the capital of several banks during the current year of 1857. From careful estimates, the amount of money used by the entire mercantile and manufacturing business for 1856, exceeded $30,000,000.

WHEAT TRADE.

Milwaukee is one of the largest grain-markets in the world. Probably nine-tenths of the surplus wheat (the staple) of the State, is shipped from her port. So high has Wisconsin wheat stood at the Eastern and European markets, that its merchants have been able to sell it for eight to ten cents per bushel above the prices for Illinois and more southern States. This fact has turned the atten-

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tion of farmers to raising it, to the exclusion of other grains; and, while the wheat crop, since 1850, has increased at the ratio of fifty per cent. per annum, the crops of rye, oats, barley, and corn, have remained stationary, or advanced only with the home demand.

The crop of 1856 was the largest ever harvested in the State, and was secured in good condition. It was estimated at 12,000,000 bushels, an excess of 4,000,000 over the crop of 1855. We add a table, showing the rates at which Chicago and Milwaukee spring-wheat sold in New York during the past year. With such an advantage for Milwaukee wheat, this market will always have the preference over Chicago.

Prices of Wheat at New York, 1856.

Date.	Chicago.	Milwaukee.
June 1	$1 40	$1 48
" 7	1 25	1 40
" 14	1 22	1 37½ (choice).
" 23	1 29	1 36
July 2	1 30	1 37½
" 9	1 39	1 50
" 16	1 30	1 40
" 23	1 34	1 44
Aug. 1	1 45	1 61 (choice).
Sept. 1	1 20	1 30
Oct. 1	1 35	1 44
Nov. 1	1 38 (choice).	1 44
Dec. 1	1 34 "	1 40

RAILROAD SYSTEM OF MILWAUKEE.

This city is connected by railroads with every section of the Union. The Milwaukee and Mississippi, the Milwaukee and Watertown, East and West, connecting the Lakes and the Mississippi River. The La Crosse and Milwaukee, and the Chicago, St. Paul, and Fond du Lac

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railroads, each connecting her with Lake Superior. The railroad from Green Bay, through Milwaukee, to Chicago, commonly called the Lake Shore road, is to her what the Hudson River railway is to Troy and Albany, in the State of New York. Other railroads are projected, either new routes or old ones, to intersect the country in various directions. Some of these, doubtless, will be carried through, although the period of their completion is more distant than of those above-named.

IMPORTS AND EXPORTS.

Milwaukee is the market for the greater part of the products of Wisconsin. Steamboats, and other vessels navigating the lake, touch here on their way to and from Detroit, and points on Lake Erie, and the St. Lawrence and Welland Canals. It is the principal port of entry of the district of the same name, comprising about 100 miles of the western shore of Lake Michigan. This tonnage, belonging to the district of Milwaukee, December 31st, 1856, was as follows:

Total tonnage of Steamers	1,869·32
" " Propellers	705·54
" " Barks	1,215·22
" " Brigs	2,095·17
" " Schooners	14,989·06
Total amount of tonnage	21,497·50

	1854.	1855.	1856.
Tonnage	12,000.	14,342.	21,497.
Increase in two years			8,874.

The number of arrivals and departures for the year were 4,720, with an aggregate tonnage of 2,009,826; with 84,549 seamen on board.

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Arrivals of Vessels at the Port of Milwaukee, during the navigation season of 1856.

	Steam Vessels.	Sail Vessels.	Total.
In the month of April	61	60	121
" " May	117	151	268
" " June	119	247	366
" " July	187	138	325
" " Aug.	194	184	378
" " Sept.	185	152	337
" " Oct.	149	126	275
" " Nov.	71	76	147
" " Dec.	8	18	26
Total	1091	1152	2243

Besides the additions to its fleet at the ship-yards, the Chicago and Milwaukee line of steamers is now owned and registered at this port.

RECAPITULATION.

Total amount of Tonnage of the District of Milwaukee, Dec. 31*st*, 1856.

	Vessels.	Tons.
Steamers	3	1,869·32
Propellers	2	705·54
Barks	3	1,215·22
Brigs	7	2,095·17
Schooners	90	15,581·83
Total	105	21,467·08

It would be an unpardonable omission, should we overlook the departure from this port of the Schooner *Dean Richmond*, with a cargo of wheat for Liverpool, England. This important event took place on the 21st of July, 1856, amid one of the most pleasant demonstrations, on the part of the mercantile community, ever made in this city. The *Richmond* was loaded at the warehouse of H. & J. F. Hill,

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on the Milwaukee River, with a cargo of selected club wheat. She was owned by C. Y. Richmond and Captain Pierce, and the cargo sent out by C. J. Kershaw, of Montreal. The vessel registered 377 tons, and took 14,000 bushels. She arrived at Liverpool on the 29th of September, cargo and vessel in excellent condition. Thus was commenced, what will eventually prove to be of vast importance — *direct trade with Europe, via* the St. Lawrence and the Great Lakes.

During the past year, the American and Western Transportation Companies have run daily lines of propellers between this port and Buffalo, on Lake Erie, and are ready to supply the wants of the freight traffic with every carrying facility necessary for the expeditious transaction of business. In 1856 the trade of this city with Oswego, on Lake Ontario, had more than doubled. Of three million bushels of wheat shipped from this port, one-third has found its way to Oswego. The trade with Canada has also largely increased; a good share of the exports of flour and pork having gone to Canadian markets.

The revenue collected at the Port of Milwaukee during the year 1856, up to December 18th, amounts to $205,992 40.

Value of mdse. entered during same period,	$895,848 00	
Duty		$268,126 30
Value of goods remaining in warehouse on December 31st, 1855	161,064 00	
Duty		49,931 10
Total	$1,056,912 00	$318,057 40
Deduct value withdrawn and duty paid	636,806 00	205,992 40
Value of merchandise remaining in warehouse, December 18th, 1856	$420,106 00	$112,065 00

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COMPARATIVE DUTIES.

Amount of Duties collected during the years 1855 *and* 1856.

	1855.	1856.
January	$11,259 90	$11,220 30
February	11,702 60	22,845 30
March	5,765 50	585 70
April	918 00	6,432 50
May	20,687 40	5,467 80
June	13,025 30	6,534 00
July	19,921 90	19,507 60
August	9,138 70	19,056 80
September	12,645 30	16,701 90
October	16,203 20	21,661 40
November	27,093 00	38,588 70
December	25,467 60	37,390 60
Total	$172,130 90.	$205,992 60

Comparative Value of Imports at the Port of Milwaukee.

Total, 1854	$11,124,000
" 1855	18,649,832
" 1856	27,974,748

Comparative Value of Exports.

Total, 1851	$2,607,824
" 1854	7,709,571
" 1855	17,329,531
" 1856	20,274,300

The imports and exports for the year 1856, for the Port of Milwaukee, do not represent, by many millions of dollars, the entire traffic of the city. It is estimated that the entire imports and exports, by lake and railroad, amount to $75,000,000, or about *one-fifth of the entire commerce of Lake Michigan.* The completion of the railroads from Milwaukee to the Mississippi and Lake Superior, will at once double or treble the present extent of its commerce.

MANUFACTURES.

The manufactures of Milwaukee are yet in their infancy, but are annually increasing in variety and extent, and rising

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in importance. There are in this city some eighteen shops, employing from twelve to one hundred men each, and turning out an aggregate amount of $800,000 of work per annum. Fully one-half the present capital was added the past year, and no less than six of these establishments were new during the year 1856. Extensions and enlargements are contemplated for the present year to the amount of $300,000, besides several new establishments.

ALE, BEER, ETC.

During the year 1856, there were twenty-six breweries in operation in the city, manufacturing 75,000 barrels of ale and beer, the larger portion of which was lager beer. Of this amount, probably 30,000 barrels were sent from this city. The entire capital employed was about $1,000,000. Enlargements and extensions were made during the year to the amount of $250,000. The number of men employed is about 500, at average wages of $8 per week.

BRICK-MAKING.

Notwithstanding the demand from abroad for the beautiful Milwaukee brick has been unabated, still the consumption at home has been so great that but few have been exported. While, in 1856 there were manufactured 35,000,000, only 1,000,000 were exported. There are eight brick-yards in operation, employing about 300 men.

FLOURING-MILLS.

Large outlays, during the past year, have been made upon the flouring-mills of the city, causing them to remain idle a considerable portion of the time. The total amount of flour manufactured by the five mills, beside custom work, was 116,000 barrels.

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PORK AND BEEF PACKING.

During the past year, the first Cattle Market ever opened in the city, was started by Messrs. Layton & Plankinton. It was commenced in August, and they sold, to the close of the year, about $60,000.

The beef packing amounted to about the same as 1855, or about 10,000 bbls. About 100 men are employed in this business, at $1.50 per day, for the season.

BOOTS AND SHOES.

There has been a large increase in the manufacture of boots and shoes. The amount for the past year was $350,000, against $185,000 for the year before. There are 500 men employed, at average wages of $7 per week.

CLOTHING.

The manufacture of clothing, for the year 1856, nearly doubled that of 1855, and now amounts to $600,000. The number of hands employed by the wholesale houses is over 450, at average wages of $7.50 per week.

SHIP BUILDING.

During the first months of 1856, the amount of tonnage launched was 1600 — one propeller and five schooners.

MISCELLANEOUS.

There are many branches of industry that could be spoken of with interest, but the limits of this work forbid. It is satisfactory to notice that the manufacturers of Milwaukee are so prosperous and successful. The advancement has been beyond all expectation, and bids fair to outrival the past history of this industrious city.

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The total amount of the various manufactures in Milwaukee, for the year 1856, were	$8,057,000
The total for the year 1855, were	5,590,000
" " " 1854, "	4,638,000

The merchants of Milwaukee are energetic and enterprising; its Board of Trade active, efficient, and attentive to its commercial and industrial interests. A report of the business of the city is annually published by its Secretary, and widely circulated. Much of its prosperity may be traced to the efforts of this Board, in addition to its ably-conducted newspaper press.

From these returns it will be seen what a splendid future awaits Milwaukee. In a few years its population will have reached *one hundred thousand.* Every new development of trade, the railroads opened throughout the vast extent of country tributary to it, the commerce of the lakes — all add to its wealth, population, and importance. It is entering upon a career that will certainly place it on a level with the large commercial cities of the Eastern States. Should it not be the ambition of every citizen to make it worthy of its high destiny?

EARLY DAYS.

Before closing this sketch of Milwaukee, it may be well to give a short account of her "early days," with a word or two in regard to Solomon Juneau, one of the "first settlers."

Thirty-nine years ago this enterprising pioneer immigrated from Canada, and built for himself a log cabin on the future site of this great city. For seventeen long years the "children of the forest" were his only neighbors. He kept a few goods suitable for their wants, and was not only *the* merchant of the place, but the only "white settler."

It is very rare that, in these hurrying days, men live to

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see their anticipations realized—whether they strive to win a farm from the wilderness, or to found a city. But Solomon Juneau, the first white settler of Milwaukee, is a rare and an honored exception. He "still lives"—and as he treads alone the banks of that beautiful river, upon which he made his lodgment in the wilderness, with what feelings must he revert to the scenes of his early life? The Indians with whom he traded—where are they? Alas! the story of the "red men" has become an "oft-told tale;" it excites little interest at the present day. They are gone! The hardy pioneers who gradually clustered around the site of his cabin, and whom a life of mutual hardships and privations converted into friends and neighbors, have also disappeared. They, too, have passed to "that undiscovered country, from whose bourne no traveller returns." No mark remains of the cabin of the "first settler." In its stead has sprung up, as if by some magic influence, a great and populous city. His early home is obliterated by the homes of thousands, and the clearing, in which his axe only was heard, now resounds with the busy hum of men, toiling together to realize their anticipations of fortune and happiness, upon the spot where, less than forty years ago, he felled the first tree, to frame the home of the "pioneer."

Truly he has cause for wonder, and as the reminiscences of the past crowd upon his memory, and bring the lights of other days around him, he may well feel that he "treads alone" those now crowded scenes, the solitary witness of the city's birth. He, too, approaches the termination of a varied and useful life; let us hope that the end of the "pioneer" may be peaceful and happy.[1]

[1] At the first charter election in the new city, Solomon Juneau was elected Mayor, which was a well-merited compliment to the "old pioneer." Subsequently he left Milwaukee and settled in Dodge

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"In the spring of 1835,[1] a Land Office being established at Green Bay, the land was brought into market, and Mr. Juneau purchased a small tract, consisting of about 160 acres, lying on the east side of the river, directly north of Wisconsin street. Previous to this time, G. H. Walker, Esq., had come and made a claim to what is now called Walker's Point, to which he subsequently obtained a title. Byron Kilbourn, Esq., about that time purchased a tract on the west side of the river, which has, from that time, been known by the name of 'Kilbourntown.' Daniel Wells, Jr., W. W. Gilmore, Geo. D. Douseman, E. W. Edginton, T. C. Douseman, Geo. O. Tiffany, D. H. Richards, Wm. Brown, Jr., Milo Jones, Enoch Darling, and others, immigrated about the same time, and made large purchases of lands. In the course of the summer a number of good buildings were erected, and a great many Eastern speculators came and bought lands at high prices. Mr. Juneau, about this time, sold an undivided interest in his lands to Morgan T. Martin. He built a fine dwelling-house, on the lot where Mitchel's Banking House now stands; also a large store and warehouse, on what is now known as 'Ludington's Corner.' In 1836 he was doing a large business, both in selling goods and lots. During that season, $300,000 worth of goods had been transported there to sell. Ground-rents were nearly as high as at present. A merchant with a stock of goods would arrive one day, and by the next day noon he would have a store completed to open. Business was done on the California principle. Stores were usually built of rough boards, retaining the 'grass floor,' and, in several instances, a blanket was hung up for a partition, and one half of the

county, where he still resides. He has now a large family, and we learn that by hard labor he obtains a comfortable living.

[1] First Annual Report of the Wisconsin Historical Society.

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tenement rented to another for a dollar a day. The town was flooded with speculators, and all made money until the present residents left, and navigation closed, when a sudden change came 'o'er the spirit of their dreams.' The town was left with a large stock of goods, and but few inhabitants. Merchants and other business men enjoyed the winter in the best possible manner During the fall quite a large number of settlers had arrived, of the right stamp, whom space will not allow us to mention. All had been engaged in the land business, and had plenty of money left to winter on.

"The spring of 1837 disappointed all our anticipations. A general stagnation in business prevailed in all directions. Our currency was mostly of the Michigan 'wild cat' stamp (no longer a legal tender). There was no sale of real estate. The second payments were becoming due on purchases of real estate, and all who supposed themselves rich in lands were not only destitute of money, but the means of raising it. Some, who were able to hold on, kept their property until they could get a handsome advance, while the majority were compelled to sell for what they could get, and bankruptcy was the inevitable result.

"At this time there were but a few settlements in the interior; but the hard times, which continued through the years 1837–8, induced many to leave Milwaukee and locate a 'claim.' The lands between the Milwaukee and Rock rivers were then surveyed, but were not brought into market until the fall of 1839. During this time they had become thickly settled, and many of them quite valuable. The hard times at the East had led numbers of persons to seek a home in the West; and in the fall of 1839, when those lands came into market, many of them had been so improved that they were worth from $10 to $100 an acre, while the occupants had not the first 'red cent' to buy

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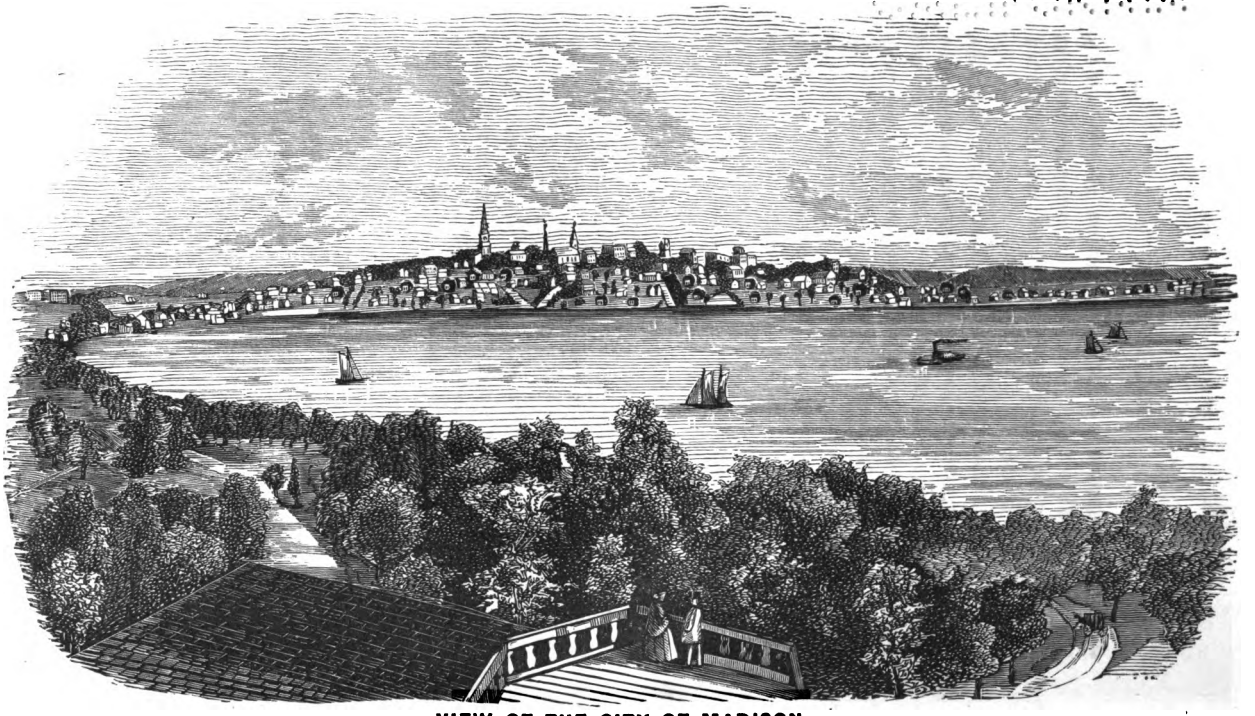

VIEW OF THE CITY OF MADISON.

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them. Consequently, a large proportion of the settlers were compelled to either sell their improvements for what they could get, or pay from 25 to 50 per cent. for money to enter their lands.

"About this time Alex. Mitchell, Harvey Burchard, the Messrs. Ludington, E. Eldred, and other capitalists, came to Milwaukee, and purchased lots at $100 each, that had previously been sold from $1000 to $1500, and are now selling from $5000 to $15,000 each. From that day to this, 'the rise and progress' of Milwaukee has been steady and onward. The price of land has continued to advance with the increase of business, and nearly all who commenced business here at that time, and continued to the present, have become wealthy and independent."

MADISON, THE CAPITAL OF WISCONSIN.

The City of Madison, the capital of Wisconsin, and seat of justice of Dane, the largest and most productive county in the State, is situated on a rising ground, between two lovely lakes, and is the most magnificent site of any inland town in the United States. On the northwest is Lake Mendota, nine miles long and six wide; on the east Lake Monona, five miles long and three wide. The city is celebrated for the beauty, health, and pleasantness of its location; commanding, as it does, a view of nearly every characteristic of country peculiar to the West — the prairie, oak opening, mound, lake, and woodland. The surface of the ground is somewhat uneven, but in no place too abrupt for building purposes. The space between these lakes is a mile in width, rising gently as it leaves their banks to an altitude of about seventy feet, and is then alternately depressed and elevated, making the site of the city a series of gently undulating swells. On the most

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elevated ground is the State House, in the centre of one of Nature's Parks of fifteen acres, overlooking the "Four Lakes" and the surrounding city. From this the streets diverge in every direction, with a gradual descent on all sides.

To the west, about a mile distant, is the State University, in the midst of a park of 40 acres, crowning a beautiful eminence. On the south side of Lake Monona is a spacious Water-Cure establishment, surrounded by an extensive grove, and presenting a very striking appearance on approaching the city. Around Madison, in every direction, is a well-cultivated, undulating country, which is fast being occupied by pleasant homes.

Daniel S. Curtiss, in his graphic work entitled *Western Portraiture*, has given us his impressions of Madison, as follows:

"At some time in our travels or observations, all of us have met with situations that were at once indelibly impressed upon the fancy as the paragon of all out-door loveliness and beauty—the place with which all others were contrasted, and to which they must bear some respectable degree of resemblance to be esteemed delightful locations. With many persons, Madison is that paragon of landscape scenery. As the brilliant diamond, chased around with changing borders, which sparkles on the swelling vestment of some queenly woman, so this picturesque city, with its varied scenery, sits the coronal gem on the broad and rolling bosom of this rich and blooming State,"

The Chicago Journal thus candidly and truthfully speaks of the "Four Lake Country:

"For a long time, 'as beautiful as Madison' has been a household word among tourists in the Northwest, but it is only a few weeks since we looked, for the first time, upon this piece of embossed work; embossed, as if Nature feared for the blindness of humanity, and so had given in raised characters this rare passage of poetry.

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"True, the season in which we saw it was unfavorable; the wind was keen, and blew from some open window of the north; great patches of snow alternated with patches of withered grass; great panes of ice were set in over the lakes; the groves were leafless and birdless, and our approach toward the region had been slow and tedious.

"But notwithstanding all these discomforts, the capabilities of Madison could not be altogether disguised. Nobody could help seeing what a week of merry May, or a day or two of leafy June could do for its swelling, wood-crowned hills, its wide sweeps of crystal water, its beautiful gardens, and its broad avenues. Do what one will with a floor of a prairie; enamel it with flowers, dot it with shrubbery, meander it with paths, and, despite all, it is a flat still. You cannot conceal its poverty of resources; brooks will not run in it; smile it may, but it never shows a dimple; rocks there are none for rustic seats, nor mosses to cover them if there were; there are no trees of God's planting; there are no surprises of beauty, for all is revealed at a single glance. Not so Madison; it is rich in capabilities; almost all its loveliness is furnished ready to hand, and men have nothing to do but live in it.

"Located upon a grand billow of an isthmus, little less than a mile in width, between two sheets of water, Lake Mendota and Lake Monona, one containing some fifteen square miles, and the other about fifty; with its park-like surroundings, undulating away in the distance; the clusters of groves, and sweeps of lawn, and glimpses of water; on the west Lake Mendota, with its promontory, sacred to the uses of friendship, 'Pic-nic Point;' on the east Monona; here Waubesa, there Kegonoa, the Yahara, and yonder Wingra and Peshugo; as if, at some time, the toilet-glass of the evening star had been shattered by the red 'planet Mars,' or some such turbulent fellow in the planetary court, and so the fragments were strewn over the landscape just there; with all these features, and such as these, one may wander far through many a summer's day ere he will find a place like Madison, at which he can exclaim as did the Indian, enamored with the Paradise upon which he had noiselessly stolen, 'Alabama!'—here we rest."

Bayard Taylor wrote to the New York Weekly Tribune, in May, 1855, an account of his adventures in the West, in which he made the following mention of Madison:

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"For natural beauty of situation, Madison *surpasses* any Western town I have seen. It is built on a narrow isthmus, between the Third and Fourth Lakes. On the summit of a mound stands the State House, in the centre of a handsome square of fourteen acres, from which broad, smooth streets diverge, with a gradual descent on all sides. To the west, and about a mile distant, stands the University, on the summit of a hill, or mound, of about equal height. The Madisonians count *seven* hills, but I could not make them all out distinctly, nor do I think it necessary to the beauty of the place that it should have a forced resemblance to Rome. In one respect it is equal—in a soft, beautiful, cream-colored stone, which furnishes the noblest building material. Many of the business blocks and private houses display architectural taste."

SETTLEMENT AND GROWTH.

"The settlement of Madison,"[1] observes the Hon. A. A. Bird, in his recent inaugural address as Mayor, "was commenced in April, 1837. At that period, almost all the entire territory between Lake Michigan and the Mississippi river, was a wild and unsettled country, inhabited only by the 'Sons of the Forest.' At that time, and during a few subsequent years, there was a greater number of Indians at Madison, and in what was then termed the 'Four Lake Country,' than at any other point south of the Wisconsin river. They seemed to cling to Madison, and its beautiful lakes, with a determination not to leave until called to the 'Spirit land.' These beautiful lakes, the fisheries, and game, the splendid country bordering on the lakes, the hills, dales, and groves, had become so associated with their very being, that it was to them a paradise on earth.

[1] This description of Madison is partly taken from an interesting pamphlet, compiled by Lyman C. Draper, Esq., Cor. Secretary of the State Historical Society of Wisconsin, and printed by order of the Common Council of the city.

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"The General Government required the removal of the Indians to the country west of the Mississippi. It was found necessary to procure the aid of the army in removing them to their homes, and it was a difficult matter for the soldiers to collect them together. It was a touching scene to witness the departure of those who had spent a lifetime in a land made so beautiful by nature, from which they were now to be exiled. The different emotions exhibited by these 'Sons of the Forest,' were worthy the pencil of the painter. They were leaving the land of their fathers, the spot dearest to them on earth: passing westward, upon reaching University Hill, they took a long and last farewell of the spot endeared to them by early associations. The groves and lakes on which they had sported from childhood, where they had followed the flying deer, and impelled the light canoe, were to be seen no more."

The site of Madison attracted the attention of Hon. James H. Doty, as early as 1832. In the spring of 1836, in company with Hon. S. T. Mason, of Detroit, he purchased the tract of land occupied by the present city. *The first cost of this tract was about* $1500. The Territorial Legislature, which met at Belmont, Lafayette County, the next winter, passed an act locating the capital here, and John Catlin and Moses M. Strong staked out the centre of the village in February of the same winter. In the meantime, commissioners were appointed by the General Government to construct the capitol edifice. Eben Peck was sent on, with his family, to erect a house, where the men, employed in building the capitol, might board and lodge, and was the first settler at Madison. He arrived on the 14th of April, in 1837, and put up a log house, which remains standing to this day upon its original site, on block 107, Butler Street. This was, for about a year, the only public house in Madison.

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On the 10th of June succeeding, A. A. Bird, the acting commissioner for constructing the capitol, accompanied by a party of thirty-six workmen, arrived. There was no road, at that time, from Milwaukee to the capital, and the party were compelled to make one for their teams and wagons as they came along.

Among the party that came with Bird, was Darwin Clark, Charles Bird, David Hyer, and John Pierce; the latter being the second settler with a family.

On the same day that this party reached Madison, Simeon Mills, now a resident of Madison, arrived from Chicago. John Catlin had been appointed postmaster, and Mr. M. acted as his deputy. He erected a block building, fifteen feet square, and in this opened the post-office, and the first store in Madison. The building is yet extant, and at present stands in the rear of a blacksmith's shop, and is used as a coal-house.

During the following month, John Catlin arrived, and was the first member of the legal profession that settled in Madison. Wm. N. Seymour came during the same season, and was the second lawyer in the place.

The workmen upon the capitol proceeded at once to procure stone and timber for that edifice, and, on the Fourth of July, the corner-stone was laid with due ceremony.

The first frame building erected was a small office for the acting commissioner; the first frame dwelling was built by A. A. Bird. The boards used in these buildings were made by hand. A steam saw-mill, to saw lumber for the capitol, was built the same season on the shore of Lake Mendota, just below the the termination of Pinkney Street. In the month of September, of the same year, John Stone arrived, being the third settler with a family. A Methodist

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clergyman, the Rev. Mr. Stebbins, then Presiding Elder of the Territory, during the same month preached the first sermon delivered in Madison.

Four families, with their inmates and guests, constituted the entire population of Madison, and, with two or three families at Blue Mounds, the whole population of Dane County during the winter of 1837–8.

For a number of years the growth of the village was slow. Immediately after the location of the capital, all the lands in the vicinity were entered by speculators, and lots and land were held at a prospective value. The location being at a central point between the Mississippi and Lake Michigan, the advancing army of immigrants, on either hand, found a wide, fertile, and beautiful extent of country, at that time nearer market, and therefore holding out superior attractions to the agriculturist. They did not, consequently, care to indulge the speculators' appetites for fancy prices. This condition of affairs continued until 1848. In the meantime, the fertile valley of Rock River had been filled with settlers, and immigration began to turn into Dane County, which possesses a soil as bountiful, and a surface of country as attractive, as any county in the State, but which, before it was tapped by railroads, was too far from market to render agriculture remunerative.

The beginning of the real prosperity and growth of Madison commenced with the admission of the State into the Union, in 1848. The Constitutional Convention then permanently located the capital there; until that time there had been fears of its removal, and capitalists had hesitated to invest their money in the vicinity. Since that period, its progress in wealth and population has been rapid and constant.

A period of less than twenty-one years has elapsed

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since Eben Peck, the first settler of Madison, arrived there with his family. The only other settlers, within the present limits of Dane County, were Ebenezer Brigham and Abel Rasdel. At the close of the next nine years, we find Madison with a population of 283, and Dane County 8289; and the following nine years swelled the population of Madison to nearly 7000, in February, 1855, and to about 12,000 at the present date. Such are the results produced in twenty years, some of which were periods utterly unfavorable to progress and settlement. Until the past three years it had no railroad facilities; produce, from its long distance from market, would scarcely recompense the toiling farmer for his labor in its production; the whole population, with scarcely an exception, were struggling in poverty against these discouraging and depressing influences — and yet, despite them all, Madison and Dane County have made astonishing advances in all the elements of wealth and greatness. These days and years of poverty, hardship, and depression, have forever passed away, and our political metropolis and *empire* county may now safely calculate on continued and increasing prosperity.

Dane County has an area of about 1250 square miles, or nearly 800,000 acres of land. Dating back from 1837, when Madison received its first settler, and when this county had but two families, we find that it has increased during the first seven years, up to 1844, about *fifty per cent.* annually, and from 1844 to 1850, when the population was 16,500, the total increase for that period was over *three hundred per cent.* Since 1850, the population of the county has nearly *tripled*, and may be safely estimated at 48,000. Let us make some moderate estimates of the population of Dane County for the next ten years, based upon the present population of 48,000:

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In 1857, add	one-fifth	increase	48,000
In 1858, "	one-sixth	"	56,000
In 1859, "	one-seventh	"	64,000
In 1860, "	one-eighth	"	72,000
In 1861, "	one-ninth	"	80,000
In 1862, "	one-tenth	"	88,000
In 1863, "	one-eleventh	"	96,000
In 1864, "	one-twelfth	"	104,000
In 1865, "	one-thirt'nth	"	112,000
In 1866, "	one-fourt'nth	"	120,000

The great *Empire* State of Wisconsin is well able to sustain a far greater population than that here indicated. But *one-sixth of the land in the county is yet settled*, and all is susceptible of culture; and, were the other five-sixths settled at the same ratio per square mile, we should exhibit a population of 250,000 people.

In 1755, the State of Rhode Island, slightly larger than Dane County, having an area of 1300 square miles, had a population of 35,000 — about the same as this county possessed in 1855; showing that Rhode Island was *one hundred and nineteen years* in attaining a population which Dane County reached in eighteen years. The city of Providence, in 1800, just one hundred and sixty-four years after its first settlement, exhibited a population of 7600 — while Madison has reached that number in eighteen years. In the past half century, Rhode Island has slightly more than doubled her population, while Dane County has nearly tripled hers in the last *seven* years; and Providence, during the same period, has, upon an average, doubled its numbers once in twenty years, while Madison has doubled its population, upon an average, once in every two and a half years. These are facts which any one, curious in such statistical contrasts, may easily put to the test by a proper reference to the official documents in our public libraries. Nor is this a solitary instance — the same careful contrasts

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with Boston, New York, Philadelphia, Baltimore, Albany, or almost any other old settled place, will exhibit the growth of Madison and Dane County in quite as favorable a point of view.

The question may very naturally be asked by the cautious inquirer, what is there to justify the belief that Dane County, with its surroundings, is able to sustain a city of twenty or perhaps fifty thousand people? Let us again recur to the experience of other cities and counties. If, then, Rhode Island can and does support her flourishing capital, having a population of one-fourth of the whole State, Dane County, with superior advantages in her favor, can do at least as well. By the census of 1850, there were 73,000 acres of land returned as improved in Dane County, which we may presume has increased by this time to about 140,000 — only about *one-sixth* of the whole. Let, then, the whole be settled, and only as *sparsely per acre* as that part now improved, and we should have *six* times the present population of 45,000, which would be 270,000. And if the present county population of 45,000 supports Madison, with 12,000 inhabitants, then a population of 270,000 would give to Madison a ratio of 65,000 people.

These figures may startle some — for there are always a goodly number in every community, who, while they are amazed at the progress of the past, can never make it a criterion by which to judge the future.

Aside from the capital, there are thirty-four townships in Dane County, whose present wealth may be stated as follows: The improved farms, uncultivated lands, and personal property of the resident farmers, will average to-day at least $500,000 to a township, making a total of $17,000,000. Add, for Madison, real estate and personal property, at least $8,000,000. This would make the total wealth of the county $25,000,000.

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There are twenty-five wagon-roads, and seventeen different mail and stage routes, diverging in every direction from Madison. Over seven hundred loaded teams have arrived here in a single day, bringing from ten to fifteen thousand bushels of wheat to market, with large quantities of other produce. Nearly 700,000 bushels of wheat alone were marketed here in a single year.

It is, pre-eminently, the great railroad centre of Wisconsin, and enjoys, in an enviable degree, all those peculiarly favorable advantages. Many of the Western cities rely wholly upon their *projected* railroads for growth and prosperity. But the roads and connections of Madison are *real* and *bona fide*, connecting it with every section of the Union. Four great lines diverge here: the Milwaukee and Mississippi; the Milwaukee, Watertown, and Madison; East and West, connecting the lakes with the Mississippi River; and the La Crosse and Land-Grant Roads, running from Madison to Lake St. Croix and the City of Superior, at the head of the lake. Arrangements are now being made for the extension of the great Illinois Central Railroad, from Freeport, Illinois, to this city, thus giving a direct communication with Mobile and the Gulf of Mexico.

The system connects with the Chicago, Fond du Lac, and Superior Road, on the east and north, and the Beloit and Madison Road on the south. There is no point in the State so readily accessible in every direction, as Madison, as it lies on the shortest route from New York, Philadelphia, Boston, Chicago, or Milwaukee, to the Mississippi River.

An abundant supply of building-material is found here. The most beautiful stone, easily quarried and cut, abounds in its immediate vicinity. Bricks may be made to an unlimited extent, and timber of all kinds can be commanded whenever needed for use.

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It is estimated that about $1,000,000 will be expended in Madison, and its vicinity, this year, upon public buildings, depots, and railroads. The most prominent buildings and improvements, to be immediately commenced, are given in the following table, with their least possible cost:

University (main edifice)	$40,000
Capitol extension	100,000
U. S. Court Room and Post Office	50,000
City Hall	25,000
Four School Houses	24,000
Congregational Church	20,000
Episcopal Church	16,000
Catholic Church	10,000
Insane Asylum	100,000
Railroad Depots, at least	15,000
Total	$400,000

From careful estimates made, it was found that the value of merchandise, lumber, produce, wood, &c., marketed and sold during 1856, was	$4,702,000
Add value and labor	1,500,000
" Real Estate Sales	500,000
Total	$6,702,000
The value of manufactures and home products, for 1856, was	$1,265,000

As an additional evidence of the large business of Madison, it may be mentioned, that eight and a half millions pounds of freight were received at the Madison Railroad Depot, during 1856, and that the total receipts in money, for the same period, were $277,872 44.

All kinds of manufactures, not already here, are greatly needed; indeed, in this new country, where every interest is rapidly growing, and little is yet matured, every industrial pursuit is open to development, and invites enterprise and skill of all kinds.

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Dane County peat-beds were discovered in 1856, and lie in three irregularly-shaped beds contiguous to each other, about six miles from Madison. It is estimated that they are worth not less than $1,000,000 to their fortunate owners, and fully three times that amount to the city, as an article of cheap and convenient fuel, and a first-class generator for the Gas Works.

Madison Libraries.—Madison must, from the nature of things, always be the literary emporium of the State. The following table exhibits the present number of volumes in its libraries, including only two private collections, which have been made to subserve public purposes, and all are rapidly increasing:

	Vols.		Vols.
State Library	6,000	Madison Institute	700
Executive Library	600	J. W. Hunt's Statistical Collection	300
State Superintendent's	500	State Agricultural Society	300
State Historical Society	3,500	High School	300
State University Library	2,400	Sabbath-School Libraries	1,000
Lyman C. Draper's Collection on Western History,	1,500	Total	18,100
Madison Female Seminary,	1,000		

MISCELLANEOUS.

Among the literary institutions of Madison are the State University, largely endowed with an income of $30,000 per annum; a fully organized Commercial College; two Female Seminaries and Musical Academies; four Public Schools; the State Historical Society, with its large and rare library, fine picture gallery and cabinet of curiosities, already far superior to any west of the Alleghanies; Madison Institute, with its library and able professors; State Agricultural Society; Dane County Agricultural Society; Madison Hydraulic Company; Lake-Side Water-Cure Establishment; the Gas-light and Coke Company; and the Mutual Insurance Company. Besides these, there are five organized

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banks, viz.: Wisconsin, Dane County, Bank of the Capitol, Merchants', and State Banks, all flourishing institutions with large capitals. The City Cemetery occupies a fine situation near Lake Mendota. Dane County Bible Society was lately organized. There are eleven different religious denominations in Madison, nearly all of which have fine church edifices. The Press is well represented, viz.: the Argus and Democrat, and Patriot (Democratic), and the State Journal (Republican); published both daily and weekly—the Argus and Democrat also issues a tri-weekly. The Norske Americaner (Democratic), a Norwegian weekly; the Staats Zeitung (Democratic), and Madison Zeitung (Republican), are German weeklies; the Western Fireside, a valuable literary and family paper, is issued weekly; the Wisconsin Farmer, a monthly magazine of thirty-six pages, is the most ably-conducted of its kind in the Northwest; and the Students' Miscellany is a creditable monthly literary magazine, published by the students of the State University. These several publications, together with the State printing, book publishing, and job work, consume nearly 10,000 reams of paper annually, and give employment to 110 hands.

DESCRIPTION OF TOWNS.

JANESVILLE, one of the most flourishing and important towns in the State, the county-seat of Rock County, is beautifully located on both sides of Rock River, forty-five miles southeast of Madison. It contains eight churches, three banks, several academies, seminaries, the State Institution for the Blind, manufactories and mills of various kinds, and five newspapers. The Milwaukee and Mississippi Railroad is here intersected by the Fond du Lac and Rock River Road. There are other railroads in course of construction, which, when completed, will largely increase

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its extensive trade. In 1846, the population was estimated at 400; in 1854, at 6000; and, at the present time, about 10,000.

Beloit, a few miles distant in Rock County, near the south line of the State, was incorporated in 1845. It is finely situated on Rock River, and is amply supplied with water-power sufficient for manufactories and mills of every description. It is noted for its fine churches, spacious streets, and for being the seat of Beloit College, which was founded in 1846. The present population is about 7000.

Mineral Point, the county-seat of Iowa County, forty-seven miles distant from Madison, derives its importance from the rich mineral region surrounding it. Large quantities of lead and copper are exported by way of Galena. It is a place of active business, having several smelting-furnaces, six churches, banks, and many stores.

Potosi is situated on Grant River, near its entrance into the Mississippi, fifteen miles above Dubuque. It is the principal depot of the mineral region of Wisconsin. Large quantities of lead are annually shipped in steamboats from the landing at the mouth of Grant River.

Cassville, on the Mississippi river, twenty-eight miles above Dubuque, is a very important shipping port for the lead of this region. In 1853, over 990,000 pounds were shipped from its landing.

Prairie du Chien, one of the oldest towns in the State, is on the Mississippi river, four miles above the mouth of the Wisconsin. It is the county-seat of Crawford county, and the terminus of the Milwaukee and Mississippi Railroad. It contains several churches, stores, and three newspaper offices.

La Crosse, the county-seat of La Crosse county, is beautifully situated on the Mississippi, at the mouth of the river of the same name. We landed here, on our way up

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the Mississippi, in the summer of 1853, and can bear testimony to its astonishing increase and prosperity. At that time it contained some forty or fifty houses, and over 300 inhabitants; now its population has increased to about 7000. It contains five churches, ten saw-mills, three shingle-mills, one sash and blind mill, and an iron foundry; besides, there are considerable quantities of pine lumber manufactured. Its merchants transact a large amount of business with the surrounding country, which is fast being settled with an industrious agricultural population. The claims of education have not been neglected; a building was lately erected for school purposes, at a cost of $10,000. This city possesses peculiar advantages, from being the terminus of the La Crosse and Milwaukee Railroad, which will be finished by 1858. In addition to this, the Root River Valley and Southern Minnesota Railroad Company have lately received a munificent grant of land from the General Government, to construct their road to the Big Sioux river. Thus La Crosse will be the terminus of two of the most important railroads in the Northwest. We have, therefore, every reason to expect that its future growth will far exceed that of the past.

PRESCOTT, the county-seat of Pierce county, at the confluence of the St. Croix and Mississippi rivers, is a rapidly increasing town, and soon to be connected with Milwaukee by railroad.

HUDSON, one of the most flourishing towns on Lake St. Croix, at the mouth of Willow river, is the capital of the county. The St. Croix and Lake Superior Railroad passes through it, connecting it with that great Lake and Milwaukee.

PORTAGE CITY is situated at the head of navigation of the Wisconsin river, and on the ship canal connecting it with the Fox. It is a depot for large quantities of pine

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lumber. There is now uninterrupted steamboat navigation from this place to the Gulf of Mexico.

FOND DU LAC, at the foot of Lake Winnebago, and capital of the county of the same name, is one of the most flourishing of the interior towns. It is connected by railroads with Milwaukee, and is the starting point of the Eastern Land Grant roads. Plank roads are constructed in several directions, giving it communication with various parts of the State. It has five newspapers, several banking houses, car factories, iron foundries, many dry goods and other stores, and contains a population of about 8000.

OSHKOSH stands on a site where, a few years ago, was a dense wilderness. Situated on Lake Winnebago, at the mouth of the Fox and Wolf rivers, commanding a steamboat navigation of over two hundred miles, no point in the interior of Wisconsin possesses greater facilities for trade. In 1855 it had a population of 4000, and now it numbers nearly 10,000. Nor is this growth remarkable, when we consider its resources, and the demand of the surrounding country. The railroads, nearly completed, will connect this place with Lake Michigan on the east, and the Mississippi on the west. The Fox River Improvement, already described, enables its merchants and manufacturers to ship their goods through to the Lower Wisconsin and Mississippi. Oshkosh is lighted with gas, and contains five churches, several academies, land offices, four newspapers, seven hotels, fourteen grist mills, steam grist and shingle mills, twelve dry goods and seventy other stores, besides boiler factories, and other like establishments. The sales of several of the leading mercantile houses, for the past year, exceeded $163,000. The amount of lumber manufactured yearly, is over 25,000,000 feet.

KENOSHA, the most southerly lake port of Wisconsin, formerly known as Southport, but, by the good taste of its

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citizens, recently changed to its old Indian appellation, has a good harbor, and fine piers extending into the lake. Its imports, for 1851, were $1,968,084; exports for the same year, $661,250; arrivals into the harbor, 730. These reports are made partly upon conjecture, as the growth of the lake towns has been so rapid, that the ascertained population of one year may be scarcely more than a moiety of the succeeding. The city contains several churches, public buildings, banks, manufactories, newspapers, and is rapidly increasing in commerce and prosperity.

RACINE, situated on Lake Michigan, at the mouth of Root river, twenty-three miles southeast of Milwaukee, is the second city in the State in population and commerce, and one of the most beautiful in the West. Its commercial advantages are great; the entrance of Root river into the lake forms a commodious harbor, and large sums have been expended for its improvement at different times. A large amount of grain seeks this port for an outlet. There are nine large storehouses, capable of containing 70,000 bushels each. In addition to these, the railroad companies have capacious freight depots, for storing merchandise. The favorable location of this city has attracted the attention of manufacturers, and large and profitable investments have been and are still making. The Board of Trade have prepared a statistical report of its manufactures for 1855, the total amount of which is $1,104,605. During the past year, gas works have been erected, and over three miles of pipe laid, at a cost of fifty thousand dollars; also one church, three school buildings, two depots, two large machine shops, one round-house with stalls for thirteen locomotives, several manufactories, planing and other mills, stores and warehouses of various kinds, several fine mansions, and nearly two hundred smaller dwellings. In 1840 it had a population of only 337; in 1850, 5117; in 1853,

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7500; and, in 1857, it is estimated at 12,000. The Lake Shore Railroad, running from Chicago to Green Bay, makes a connection with the Racine and Mississippi Road at this place, opening to the city a vast extent of prairie country, depending upon the lake ports for its lumber, of which the shipments, for the first six months of the year 1856, amounted to over 9,000,000 feet, and 4,500,000 shingles, besides fence posts, timber, staves, &c. There are regular lines of steamboats touching at this port, on their way to Buffalo and points on Lake Superior. Three plank roads extend from this city into the interior; one, the Wilmot road, is twenty miles long, and runs southwest, through a rich and fertile country, into the State of Illinois. In 1851, its total imports and exports were $2,507,715; arrivals, 1462.

OZAUKEE is a thriving place on the shore of the lake, thirty-one miles north of Milwaukee. Large quantities of produce are shipped from here in steamboats. It contains several churches, foundries, manufactories, breweries, newspapers, and many stores. The population, in 1853, was 2500; now it has increased to about 5000.

SHEBOYGAN is situated on Lake Michigan, at the mouth of the river of the same name. It is one of the most important and flourishing ports in the State, and exports large quantities of lumber and other articles. In 1851, the value of its imports exceeded $1,400,000. The Milwaukee and Green Bay Railroad passes through the city, and, with its interior roads, and the Fond du Lac Plank Road, have very much increased its prosperity. It already contains churches of seven different denominations, manufactories of various kinds, four newspapers, and bids fair to be one of the largest ports on the lake.

MANITOWOC is a very thriving town on the shore of Lake Michigan, at the mouth of the river of its own name. A

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few years ago it was almost unknown; but of late its commerce has increased at a most surprising rate. In 1851, its exports amounted to $77,120, and its imports, $106,721. It will be shortly connected with Milwaukee and Green Bay by the Lake Shore Railroad.

Two Rivers, fifteen miles above Manitowoc, is a town of considerable importance. The country adjacent is finely timbered, and furnishes large quantities of lumber for export. Its commerce for 1851 was estimated at about $300,000. The entrances, for the same year, were 822 steam and 192 sail vessels.

Green Bay, one of the oldest settlements in the Northwest, is beautifully situated at the mouth of the Fox or Neenah river, exactly at the head of a bay of the same name. In 1855, it contained a population of 1644; and now it is over 4000, being an increase of 2333 in two years. Such has been the immense immigration lately to the country tributary to it, that it has given new life to the place. For many years, Green Bay has been a great mart for fish and lumber, and is now rapidly becoming the largest commercial depot for the internal trade of Wisconsin. There is, at present, uninterrupted steam navigation from this place to the Mississippi, via the Fox River Improvement (steamboats have been through the entire length of this work), which will soon be one of the greatest thoroughfares in the West, and destined to make a great revolution in the present internal trade of the country. Mr. Andrews[1] reports the commerce of Green Bay, for 1851, to exceed $3,000,000. At present, there are three factories, averaging 100,000 shingles each per week; six sawmills in the city and vicinity, averaging, weekly, about 240,000 feet; within sixty miles there are, on each side of the bay, twenty-four saw-mills (mostly steam), which ave-

[1] Report on Colonial and Lake Trade.

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rage, weekly, about 300,000 feet. The greater part of this lumber is sent to Chicago and Milwaukee for market. There are several railroads in process of construction to this place; one of them, the Lake Shore Road, is partly graded to Manitowoc, thirty miles distant. The city contains many spacious warehouses, fine churches, and elegant residences, and gives promise of great future prosperity.

There are, also, in different parts of the State, large numbers of flourishing towns and villages, of which our limits forbid a mention. In fact, it would be almost an impossibility, so rapidly are these new places springing up. "In many instances, large colonies of German, Norwegian, and other European emigrants, have purchased tracts of land, and built up their villages as if by magic; and the immediate neighbors are even ignorant of their presence, until they behold, with astonishment, the smoke curling over the new settlement."

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CHAPTER VII.

DESCRIPTION OF COUNTIES — CENSUS OF THE STATE.

WISCONSIN is divided into fifty-one counties, of which we will give a short description of their soil, natural advantages, &c.

ADAMS lies on the Wisconsin, and is watered by the Lemonwier, and other streams. The soil is admirably adapted for agricultural purposes, and extremely productive. There are many dense forests in this county, from which large quantities of lumber are procured, and rafted down the Wisconsin. Large tracts of excellent land are yet subject to private entry at Government price. Germantown is the county-seat.

BAD AXE takes its name from the river of the same name, which flows through it, and on which the Winnebago Indians, under Black Hawk, met with their final defeat. This county, lying on the Mississippi river, possesses good water-power, and is partly prairie, interspersed with fine timber-land. Viroqua is the county-seat.

BROWN COUNTY, situated at the head of Green Bay, is a beautiful rolling country, interspersed with groves of timber; soil rich and deep, fine for grazing, and all spring crops; good farming lands may be purchased here from $2 to $5 per acre. De Pere is the county-seat. Green Bay, Navarino, and Bridgeport, are flourishing places.

BUFFALO, on the Mississippi river, at the mouth of the Chippewa, contains large quantities of the best farming

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lands subject to entry or pre-emption, and is rapidly being settled. It is in the La Crosse Land District, and entries can be made only at that place. Waumandee City is the county-seat.

CALUMET lies on the east side of Lake Winnebago; is generally covered with a heavy growth of hard timber, consisting of oak, maple, &c., and small quantities of pine. It has a fertile soil, and is well watered; owing to its being the residence of the remnants of the Stockbridge and Brothertown Indians, it has made but little progress. It has increased very rapidly, however, the past year.

CHIPPEWA.—This county is 91 miles long and 66 wide; it lies in the northern part of the State, and is watered by the river of the same name, and its tributaries. The land is of excellent quality, subject to pre-emption, and containing some of the most valuable pineries in Wisconsin.

COLUMBIA COUNTY is situated nearly in the centre of the most thickly settled part of the State. The soil is good, well watered by the Wisconsin and Fox rivers, but deficient in timber. The land was all entered almost as soon as it was in market. The La Crosse and Milwaukee, and the Milwaukee and Watertown Railroads, pass through this county. Population, in 1850, was 9,565; in 1856, 29,000; an increase, in six years, of 19,435.

CRAWFORD formerly was of great extent, including nearly the whole space northerly from the Wisconsin to the Michigan State line. A few years ago it was reduced to a small territory, containing about 600 square miles. It lies on the Mississippi and Wisconsin rivers, and has a variety of soil and diversified scenery. Quantities of lead, and some copper, have been found. There is also an abundance of valuable timber, especially white pine, on the Wisconsin. Much good Government land is yet to be found.

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CLARK.—Large quantities of excellent farming land are to be had in this county, at Government price. Extensive pine forests abound; there are few inhabitants as yet, consisting principally of lumbermen.

DANE.—The description of this county is included with that of Madison, the capital of the State.

DOOR is a narrow peninsula, between Green Bay and Lake Michigan, with very few inhabitants. It was separated from Brown County in 1850. Soil said to be good.

DODGE, named in honor of General Dodge, first Governor of Wisconsin, is one of the finest agricultural counties in the State; its surface moderately rolling, diversified by prairies, oak openings, and heavy woodlands. Iron Ridge is a vast accumulation of rich iron ore, which is just beginning to be extensively manufactured. Several railroads pass through this county, giving access for agricultural productions to Milwaukee. The capital is Juneau; Horicon, Beaver Dam, and Fox Lake, are thriving villages, and rapidly improving. Population, at present, over 44,000.

DOUGLAS, the most northwestern county in the State, lying partly on Lake Superior. Only a small part has been surveyed and brought into market. The soil is admirably adapted for all kinds of agricultural productions; we have seen specimens raised, which, in *quality and size, far exceeded* those produced in the *Eastern States*. The land abounds with mineral wealth, and the waters with fish. The St. Croix and Lake Superior Railroad, commenced in 1856, will be completed next year to St. Paul. This county is at the head of a long line of lake navigation, and will, in less than three years at furthest, be in connection with the Atlantic cities by continuous railroads. To those seeking a home, and fine farming, timber, and mineral lands, contiguous to railroads, at $1.25 per acre, there is

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no county in the State which offers such inducements to settlers as Douglas. The first settlement was made at the City of Superior, the county-seat, in 1853. Wahbagon, on the St. Louis, and Nashodana on the railroad, where it crosses the St. Croix river, have recently been laid out.

DUNN, a new county, lying on the Chippewa river, about fifty miles from the Mississippi. The soil is excellent, well watered, and abounds in timber. Lands, as yet, unsurveyed.

FOND DU LAC, one of the most fertile counties in the State, containing extensive prairies, and quantities of heavy timber. It was first settled in 1835, and has progressed with great rapidity.

GRANT.—This county is situated in the southwest corner of the State, and was one of the first settled. Lying within the mineral tract, it has a very valuable deposit of lead ore. The soil is excellent. There is yet in the northern part of this county excellent Government land, which, by the graduation law, is now reduced to fifty cents per acre.

GREEN, in the southern part of the State, bordering on Illinois, is an agricultural county; partly rich prairie land, with some timber.

IOWA.—This is one of the richest counties in Wisconsin, both in soil and mineral resources. Copper and lead are abundant. It is well watered, convenient to railroads, and is the central point for mineral operations. The celebrated Blue Mounds, in its northwestern part, are remarkable elevations, being 1000 feet above the level of the Wisconsin river.

JACKSON COUNTY is situated on the Black river, about twenty-five miles from the Mississippi. The northern part is richly supplied with fine timber, and the southern is mostly prairie, of the best quality. There is, also, an abundance of rich iron ore, and good water-power. The lands are open to pre-emption.

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JEFFERSON possesses a rich, fertile soil, well watered, and traversed by railroads. The principal place is Watertown; Jefferson, Aztalan, and Lake Mills, are flourishing villages. It contains over 47,000 inhabitants.

JUNEAU, lately separated from Dodge County, contains, at present, a population of 10,600.

KENOSHA, a county forming the southeastern extremity of Wisconsin. It is one of the oldest in the State, and under high cultivation.

KEWAUNEE lies partly on Lake Michigan and Green Bay, and contains about 460 square miles; its inhabitants are few, and principally engaged in lumbering. Plenty of Government land to be had.

LA CROSSE COUNTY possesses farming lands of the best quality, and vast pineries on the Black river and its tributaries. These combined advantages have attracted great attention for the past two years, and much of the land is already occupied, yet some good Government land can be found. Population, in 1856, about 11,000.

LAFAYETTE is situated in the mineral region, bordering on Illinois. The soil is generally productive, but has been neglected for the more uncertain business of mining. The cliff limestone, which underlies this county, abounds in rich veins of lead and copper, and large quantities of these minerals are exported. The famous Platte Mounds, in the northwest part, are remarkable for their regular form, and are surrounded with a large expanse of prairie.

LA POINTE COUNTY, bordering on Lake Superior, is extensively covered by forests of pine timber. It has not been surveyed, and, therefore, very little is known of its soil and mineral resources. The fisheries are very valuable, and the exports from this source are increasing every year. La Pointe, one of the oldest settlements in the Northwest, is the county-seat. Bayfield, Ashland, and Bay City, are

Later: Ashland Co

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towns lately laid out, which are rapidly rising in importance.

MARATHON extends from the Upper Peninsula of Michigan, south to Towns 25 and 26, containing 5452 square miles. It is partly surveyed, and begins to open a field for lumbering. The Wisconsin River traverses its whole length, opening extensive pine forests to market. No part of the State offers greater inducements to lumbermen than this.

MARQUETTE. — Some of the finest and best cultivated farms are to be found in this county. It consists of prairie, openings, and wood-land, well watered, &c. The best lands are all entered, and are rapidly coming under cultivation.

MANITOWOC, in the eastern part of the State, bordering on Lake Michigan, has good land, and is well watered; large quantities of timber are exported. It is rapidly increasing in business, and has a population of 20,000.

MONROE COUNTY, separated from La Crosse in 1854, is yet almost an entire wilderness, consisting of oak openings and pine groves; the soil is rich and productive, principally Government land, from which good selections can yet be made. Population estimated at 7000.

MILWAUKEE contains a population at present of about 70,000, and is too generally known to require a notice in this work.

OCONTO.—This county lies partly between Michigan and Green Bay, containing about 4000 square miles, and covered with valuable timber. Large tracts are open to pre-emptors at Government price.

OUTAGAMIE possesses a fertile soil, mostly covered with forests of pine and other timber, and well watered. Lands may be procured at Government price.

OZAUKEE is on Lake Michigan, north of Milwaukee. The soil is rich, well cultivated, and divided into small farms.

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PIERCE lies on the Mississippi, at the mouth of the St. Croix River. The soil is very good, partly covered with pine forests. Land mostly subject to pre-emption.

POLK, formerly included in St. Croix County, comprises over 2500 square miles, has much good farming and timber-lands subject to entry. Timber, prairie, and openings, are beautifully interspersed in the southern part. It offers peculiar inducements to the settler, on account of the St. Croix and Lake Superior Railroad passing through it, and is destined in a few years to be one of the most important counties in the State.

PORTAGE COUNTY is on the Wisconsin River, and several of its branches pass through it. Lumbering is its great business; pine is the prevailing timber. The soil is partly light and sandy, with occasional strips of the best quality, adapted to all kinds of agricultural productions.

RACINE lies on the lake, south of Milwaukee, and is too generally known to require description.

ROCK RIVER is highly prosperous, containing farms well-improved, productive, and valuable. Railroads traverse every part.

RICHLAND, lying on the north bank of the Wisconsin River, on both sides of the fourth principal meridian, is but thinly settled, possessing a good soil, well watered, and timbered with maple, walnut, oak, and pine, interspersed with rich prairies. Large quantities of land are yet open to pre-emption.

SAUK COUNTY contains about 800 square miles, consisting of forests, openings, and prairies. The soil is rich, and well adapted to agricultural purposes. There is much unsettled land here, belonging to Government.

SHEBOYGAN is too well known to require a notice.

SHAWAUNG contains large quantities of Government land. The soil consists of a sandy loam, mostly covered with pine timber, which is easily floated down the Wolf River.

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ST. CROIX. — This county is finely situated upon the Mississippi River, and has very superior advantages for the lumber-trade. It has great forest wealth, and is now attracting much attention. The surface is generally rolling, composed of prairie, openings, and forests, of the best pine and other kinds of timber.

TREMPELEAU contains about twenty townships of land of an excellent quality for farming purposes, offering great inducements to emigrants, as the lands are now in market at Government price.

WASHINGTON, a few miles back from Lake Michigan, is heavily timbered, has good soil, and is principally settled by Germans and Irish. Population, at present, over 25,000.

WAUPACCA is new, lying on both sides of the Wolf River, possesses plenty of Government land, well watered, consisting of prairie, openings, timber, and extensive pine forests. Steamboats pass through this county from Oshkosh to New London.

WAUKESHA and WALWORTH are both too well known to require a description.

WAUSHARA, an excellent agricultural county, formerly known as the "Indian lands," offers strong inducements to emigrants, in its fortunate combination of openings and timber-land. It is well watered, and there are yet large quantities of Government land open to settlers. Population in 1856, about 34,000.

WINNEBAGO, one of the finest counties in the State, lies on the west side of the lake of the same name. Its surface is gently rolling, and beautifully diversified with woodland, openings, prairie, and native hay-fields. Improved farms can be obtained, of all classes, at from ten to twenty dollars per acre; good unimproved lands, from three to ten dollars.

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CENSUS OF WISCONSIN, FROM 1820 TO 1855.

COUNTIES.	1820	1830	1834	1836	1838	1840	1842	1846	1847	1850	1855
Adams	.....	.....	.....	.....	.....	.....	.....	.....	.....	187	6,868
Bad Axe	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4,823
Brown	952	964	1957	2706	3048	2107	2146	2,062	2,914	6,223	6,699
Buffalo	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	832
Calumet	.....	.....	.....	.....	.....	275	407	836	1,060	1,746	3,631
Chippewa	.....	.....	.....	.....	.....	.....	.....	.....	.....	615	3,638
Clark	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	838
Columbia	.....	.....	.....	.....	.....	.....	.....	1,969	3,791	9,565	17,965
Crawford	492	692	810	1220	850	1503	1449	1,444	1,409	2,399	3,323
Dane	.....	.....	.....	.....	172	314	776	8,289	10,935	16,654	37,714
Dodge	.....	.....	.....	.....	18	67	149	7,787	14,905	19,140	34,540
Door	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	739
Douglas	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	385
Dunn	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,550
Fond du Lac	.....	.....	.....	.....	.....	139	295	3,544	7,459	14,512	24,784
Grant	.....	.....	.....	.....	2763	3926	5937	12,034	11,720	16,169	23,175
Green	.....	.....	.....	.....	494	930	1594	4,758	6,487	8,583	14,727
Iowa	.....	1589	2633	3216	5234	3078	5029	14,906	7,963	10,479	15,205
Jackson	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,098
Jefferson	.....	.....	.....	.....	463	914	1638	8,860	11,464	15,339	26.869
Kewaunee	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,109
Kenosha	.....	.....	.....	.....	.....	.....	.....	.....	.....	10,730	12,307
La Crosse	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3,904
La Fayette	.....	.....	.....	.....	.....	.....	.....	.....	9,335	11,556	16,064
La Pointe	.....	.....	.....	.....	.....	.....	.....	.....	364	595	417
Manitowoc	.....	.....	.....	.....	.....	235	263	629	1,285	3,712	13,048
Marathon	.....	.....	.....	.....	.....	.....	.....	.....	.....	466	1,447
Marquette	.....	.....	.....	.....	.....	18	59	986	2,261	8,642	14,873
Milwaukee	.....	.....	.....	2892	3131	5607	9565	15,922	22,791	31,119	46,265
Monroe	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,407
Oconto	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,501
Outagamie	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4,914
Ozaukee	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	12,973
Pierce	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,720
Polk	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	547
Portage	.....	.....	.....	.....	.....	1623	646	931	1,504	1,267	5,151
Racine	.....	.....	.....	.....	2054	3475	6818	17,983	19,238	14,971	20,673
Richland	.....	.....	.....	.....	.....	.....	.....	.....	.....	903	5,584
Rock	.....	.....	.....	.....	.....	1701	2867	12,405	14,720	30,717	31,364
St. Croix	.....	.....	.....	.....	.....	.....	.....	1,419	1,674	624	2,040
Sauk	.....	.....	.....	.....	.....	102	393	1,003	2,178	4,372	13,614
Shawauno	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	254
Sheboygan	.....	.....	.....	.....	.....	133	227	1,637	5,580	8,886	20,391
Trempeleau	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	493
Walworth	.....	.....	.....	.....	1019	2611	4618	13,439	15,039	17,866	22,662
Washington	.....	.....	.....	.....	64	343	965	7,473	15,447	19,476	18,897
Waukesha	.....	.....	.....	.....	.....	.....	.....	13,793	15,866	19,324	24,012
Waupacca	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4,437
Waushara	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5,541
Winnebago	.....	.....	.....	.....	.....	135	149	732	2,748	10,167	17,439
Total	1444	3245	5400	10,036	19,310	29,276	45,484	155,441	210,117	316,404	552,109

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CHAPTER VIII.

GRANTS OF LAND BY CONGRESS — LA CROSSE AND MILWAUKEE; CHICAGO, ST. PAUL AND FOND DU LAC; AND OTHER RAILROADS.

WISCONSIN, although one of the youngest States of the confederacy, is now, considering the time of its settlement, much better supplied with railroad communications than any other State in the Union. The General Government, with those broad and comprehensive views, which should always distinguish it, of the necessity for promoting internal improvements, and for assisting young and enterprising States, upon the recommendation of the Committee of the House of Representatives,[1] lately passed the following Act

[1] This grant will complete a great north and south trunk road, from the Gulf of Mexico to Lake Superior and the Upper Mississippi; will develop the most valuable iron and copper mines, which are sufficient to supply the necessities of the world for ages to come, and distribute their products throughout the States. It will penetrate the extensive northern pineries, and, by rail and river, furnish lumber to all the West and South. It will speedily settle an immense wilderness, destined to remain unoccupied for a quarter of a century to come, without some such aid. The alternate sections remaining to Government will not only sell readily, and for a greater amount, but are actually more profitable with the road through them, than the whole without such a road. This measure will greatly increase the wealth, prosperity, and power of Wisconsin as a State, and also add to the comfort and general prosperity of its citizens.

Capital, enterprise, and industry from other States, will find in

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granting public lands to Wisconsin, to aid in the construction of railroads.

SECTION 1. *Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled,* That there be, and is hereby, granted to the State of Wisconsin, for the purpose of aiding in the construction of a railroad from Madison, or Columbus, by the way of Portage City, to the St. Croix river or lake, between townships twenty-five and thirty-one, and from thence to the west end of Lake Superior, and to Bayfield; and, also, from Fond du Lac, on Lake Winnebago, northerly to the State line, every alternate section of land designated by odd numbers, for six sections in width on each side of said roads, respectively. But in case it shall appear that the United States have, when the lines or routes of said roads are definitely fixed, sold any sections or parts thereof granted as aforesaid, or that the right of pre-emption has attached to the same, then it shall be lawful for any agent, or agents, to be appointed by the Governor of said State, to select, subject to the approval of the Secretary of the Interior, from the lands of the United States nearest to the tier of sections above specified, as much land, in alternate sections, or parts of sections, as shall be equal to such lands as the United States have sold or otherwise appropriated, or to which the right of pre-emption has attached as aforesaid, which lands (thus selected in lieu of those sold, and to which pre-emption has attached as aforesaid, together with the sections and parts of sections, designated by odd numbers as aforesaid, and appropriated as aforesaid) shall be held by the State of Wisconsin for the use and purpose aforesaid: *Provided,* That the lands to be so located shall in no case be further than fifteen miles from the line of the roads in each case, and selected for and on account of said roads: *Provided further,* That the lands hereby granted shall be exclusively applied in the construction of the road for which it was granted and selected, and shall be disposed of only as the work progresses, and the same shall be

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Wisconsin sure promise of a rich reward, and by thus invigorating one member of the confederacy, strength is given to the whole body politic, and bonds of affection will be created that will grow stronger, year by year, until they shall become indissoluble, and furnish the surest guarantee of the perpetuity of this glorious Union.—*Abstract of the Report of the Committee on Public Lands.*

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applied to no other purpose whatever. *And provided further*, That any and all lands reserved to the United States by any Act of Congress, for the purpose of aiding in any object of internal improvement, or in any manner or for any purpose whatsoever, be, and the same are hereby, reserved to the United States from the operation of this act, except so far as it may be found necessary to locate the route of said railroad through such reserved lands, in which case the right of way only shall be granted, subject to the approval of the President of the United States.

SECT. 2. *And be it further enacted*, That the sections and parts of sections of land which, by such grant, shall remain to the United States, within six miles on each side of said roads, shall not be sold for less than double the minimum price of the public lands, when sold; nor shall any of the said lands become subject to private entry until the same have been first offered at public sale at the increased price.

SECT. 3. *And be it further enacted*, That the said lands hereby granted to said State shall be subject to the disposal of the Legislature thereof, for the purposes aforesaid, and no other; and the said railroads shall be and remain public highways for the use of the Government of the United States, free from toll or other charge upon the transportation of property or troops of the United States.

SECT. 4. *And be it further enacted*, That the lands hereby granted to said State shall be disposed of by said State only in the manner following, that is to say: That a quantity of land not exceeding one hundred and twenty sections, and included within a continuous length of twenty miles of roads respectively, may be sold; and when the Governor of said State shall certify to the Secretary of the Interior that any twenty continuous miles of either of said roads are completed, then another like quantity of land hereby granted may be sold; and so, from time to time, until said roads are completed; and if said roads are not completed within ten years, no further sales shall be made, and the land unsold shall revert to the United States.

SECT. 5. *And be it further enacted*, That the United States mail shall be transported over said roads, under the direction of the Post-office Department, at such price as Congress may, by law, direct: *Provided*, That until such price is fixed by law, the Postmaster-General shall have the power to determine the same.

Approved June 3, 1856.

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As this munificent grant to the State was to be applied in such manner as its Legislature should determine, it became a question, whether the construction of these roads ought to be undertaken by the State directly, under its officers and agents, or by some delegated authority. The Legislature decided that the mode of applying the grant should be through the medium of incorporated companies. The lands on the east side of the State were given to a new company, authorized and required to construct a first-class road from Fond du Lac, the present terminus of the Chicago, St. Paul and Fond du Lac Railroad, to Superior, at the west end of Lake Superior, touching the Michigan line, and giving a connection to the Michigan roads from Marquette and Ontonagon. On the western side, they were granted to the La Crosse and Milwaukee Railroad, from Madison to Hudson, and the city of Superior. The following are extracts from an Act passed in relation to the latter Company, and approved June 3, 1856:

The People of the State of Wisconsin, represented in Senate and Assembly, do enact as follows:

SECTION 1. The La Crosse and Milwaukee Railroad Company is hereby authorized and empowered to survey, locate, construct, complete, and perpetually to have, use, maintain, and operate railroads with one or more tracks or lines, from the city of Madison, in the county of Dane, and from the village of Columbus, in the county of Columbia, on the most direct and feasible route, by the way of Portage City, to the St. Croix river or lake, between townships twenty-five and thirty-one, and from thence to the west end of Lake Superior, and to Bayfield; and shall have, possess, exercise and enjoy the same rights, privileges, functions, franchises, authority and immunities with reference to the said routes, or any railroad to be built thereon, as it now possesses or enjoys with reference to any route it is now authorized to occupy, or any railroad built or to be built thereon; and there is hereby conferred upon the La Crosse and Milwaukee Railroad Company, all the power and authority contained in

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the charter of said Company, and in the acts amendatory thereof, for the purpose of carrying out the objects of this act, and of appropriating and applying the lands hereinafter in this act granted, or their proceeds, to aid in the construction of railroads by this act authorized to be built.

SECT. 2. The said roads shall be constructed on the most direct and feasible routes from Madison to Portage City, and from Columbus to Portage City, and simultaneously as nearly as practicable; and both of them shall be completed by the last day of December, A. D. 1858. And for the purpose of estimating and selecting lands granted by Congress, the city of Madison is hereby designated as the point of commencement of said road, and the whole of the railroad hereby authorized to be constructed, shall be constructed by said La Crosse and Milwaukee Railroad Company, within ten years from the third day of June, A. D. 1856.

SECT. 4. For the purpose of aiding in the construction of the railroads—which, by this act, the said La Crosse and Milwaukee Railroad Company is authorized to construct—all the interest and estate, present and prospective, of this State, in, or to any, and all the lands granted by the Government of the United States to the State of Wisconsin, for the purpose of aiding in the construction of a railroad from Madison or Columbus, by way of Portage City, to the St. Croix river or lake, between townships twenty-five and thirty-one, and from thence to the west end of Lake Superior, and to Bayfield, by virtue of an Act of Congress, entitled "An Act granting a portion of the public lands to the State of Wisconsin, to aid in the construction of railroads," approved June 3d, 1856, together with all and singular the rights, privileges and immunities conferred, or intended to be conferred, by the said Act of Congress, are hereby granted to the said La Crosse and Milwaukee Railroad Company: *Provided*, That the said land shall be exclusively applied in the construction of that road, for which it was granted and selected; and shall be disposed of only as the work progresses, and the same shall be applied to no other purpose whatsoever: *And provided further*, That the title to said lands shall vest in the said La Crosse and Milwaukee Railroad Company, &c., &c.

On the 11th day of October, 1856, the above grant was accepted, and the terms and conditions of the Act of Legislature agreed to, by the La Crosse and Milwaukee

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Company, and their railroads were divided into the following divisions, for the purposes of construction, viz: The Eastern Division, embracing the road from Milwaukee to Portage City; the Western, from that point to La Crosse; the Watertown, from Milwaukee to Portage City; the Northwestern, commonly called the St. Croix and Lake Superior Railroad, from its intersection with this river or lake to the west end of Lake Superior; and the Portage Division, extending from Madison to Portage City. The stock of each of them to be separate and distinct from the others, until they are all completed, or in running order. Then it will become a part of the general stock of the Company.

The routes of these divisions were immediately surveyed. Moses M. Strong, Esq., Land Commissioner of this Company, in his Report to the Board of Directors, says:—"The land which we are entitled to amounts to six sections of 640 acres for every mile between Madison and St. Croix, upon whatever route shall be adopted. This is equal to 3840 acres for every mile of road. If the route by Point Basse be adopted, the distance will be 268 miles, and the quantity of land would be 1,029,120 acres. No precise information can, of course, be had in relation to the character and description of every particular tract of land, until the lands which are to vest in the Company are determined upon; but enough is known to satisfy us that the country, upon the whole line of the road, is well adapted to settlement and cultivation; and it is believed, that not a single forty-acre tract will be found that will not be valuable for farming purposes. All the lands will be between latitude 43° 30′ and 45° 10′ north, and longitude 12° 45′ and 15° 55′ west from Washington. In the whole of this territory, embracing an area of about 20,000 square miles, there are no mountains. And while there are quite a num-

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ber of small prairies, many of them are not more than three or four miles from timber. The lands selected will, of course, be the most valuable that can be procured, and every forty-acre tract will be suitable for farming purposes.[1]

"All the rivers and smaller streams which water the country through which the road will pass, furnish numerous water-powers and facilities for manufacturing establishments. Upon these will be erected saw and grist mills to supply the first demands of the inhabitants, and to enable them to prosecute, with profit, their agricultural and lumbering pursuits. It is also known that extensive deposits of iron ore exist in various localities between Portage City and Lake Superior.

"In forming an opinion of the value of the lands, they should be viewed with all the advantages they will possess after the road is constructed. All suitable for cultivation; none more than fifteen miles, and a large proportion within six miles of the railroad, possessing every desirable facility for fencing, fuel, water, and for cheap building materials, with all the adjacent lands purchased, owned, and occupied by an enterprising and industrious population, there can be no reason why they should not command as high prices as those in the more southern part of the State, of no greater intrinsic value, nor possessing greater railroad facilities."

From the last Report of the President of the La Crosse and Milwaukee Railroad Company, we learn that none of these lands will be offered for sale until the road shall be completed to St. Croix, and in operation a year, which will be in about four years from the present. *During this period, the lands remaining to the Government along the route, will no doubt be pre-empted the whole distance,* and the country generally advanced in improvements. The

[1] For a description of these lands, see page 42.

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land then owned by this Company will be the only land in market, and will readily command the highest prices; *and being sold on a long credit, with small annual payments, will enable the better class of actual settlers to purchase at fair prices.*

"Sales being made in this manner, and subject to the payment of seven per centum per annum interest, and the principal in a term of years, will readily produce the following results:

"10,000 acres, embracing village-sites, valuable water-powers, mines, &c., at $100 per acre	$1,000,000
200,000 acres first-class farming-land near the line, with smaller water-powers and other privileges, $20 per acre,	4,000,000
300,000 acres of farming-lands, &c., further from the road, $15 per acre	4,500,000
350,000 acres of farming-lands, at still greater distance from the road, $10 per acre	3,500,000
123,000 acres of inferior land, $5 per acre	615,000
Total	$13,615,000

"These lands are among the most valuable in the western country, and, instead of falling below, their value will exceed the above estimate. No one acquainted with the rapid growth and improvement of the West, can entertain a doubt that they will command a price far above that we have given.

"The length of road from Madison to St. Croix is 256 miles; from Portage City to La Crosse is 101 miles; from which deduct 36 miles, which, in common with the other, leaves 65 miles to complete the road to La Crosse; adding to this, 20 miles finished from Columbus to the intersection of the La Crosse Road, gives a total of 341 miles to be constructed in the completion of our system. Estimating the cost at $30,000 per mile, to include all

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expenses, would give a grand total of $10,230,000, which is $3,385,000 less than the value of the land alone.

"A mere glance at the map exhibits our commanding position, and carries conviction to the mind without argument, that it is the only great artery along which must flow the business of the largest scope of the *finest country* which can be found tributary to any one road in the United States. The business of the Upper Mississippi surprises every one who visits that region. There are now some fifty steamboats plying on the river above Galena, and all doing a full and profitable business. The travel alone, to and from there, which would pass over the railroad at this time, if completed to La Crosse, would make it one of the best paying roads in the country." This branch will be completed in less than a year, and the company in possession of the most northerly *through* and *direct* route from the Lake to the Mississippi River, and of course take the greatest part of the through travel, in addition to the freight and way business of one of the finest *farming-districts in the world.*

When this division is completed, a railroad will have been commenced on the west bank of the Mississippi, across the vast expanse of plain some 500 miles, making tributary to it the southern part of Minnesota; while from the St. Croix and Lake Superior Road, a branch to St. Paul will be in the full tide of successful operation; and thence extending through the central part of Minnesota, on the great route towards the Pacific. Railroad facilities will be rapidly furnished, bringing to the La Crosse and Milwaukee Road the rich tribute of the central tract of that State; while yet again, the St. Croix and Lake Superior division, to the City of Superior, will bring the valuable trade of Northern Wisconsin, Michigan, and Minnesota,

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besides the vast amount of freight and pleasure-travel which will land at this young and rising city.

"The position and facilities of the La Crosse and Milwaukee Railroad will be such, as almost with certainty give it the greatest part of the trade of the Upper Mississippi, embracing the whole of Minnesota and one-half of Wisconsin, both equal to an area of two of the largest States in the Union, and an amount of business beyond computation."

The earnings of the La Crosse and Milwaukee Road, as far as completed, in 1856, have considerably exceeded the estimates, and, in fact, have been greater than can be shown in the history of any railroad in America, of the same distance and first year of its operation. The total amount, up to 1857, was $505,083 86. The earnings of the eastern division, for May, 1857, were $63,221 70, being an increase of $21,745 77 over May, 1856.

THE CHICAGO, ST. PAUL, AND FOND DU LAC RAILROAD.

The Legislature of Wisconsin conferred the Eastern Grant of lands, as we have before mentioned, upon a new company of citizens of this State alone, incorporated as the "Wisconsin and Superior Railroad Company." As this line was the natural continuation of the Chicago, St. Paul, and Fond du Lac Company, which was then engaged in constructing its road north of Fond du Lac, arrangements were mutually agreed upon for uniting the interests of the two companies. The subjoined Act of the Legislature was passed, and approved February 12th, 1857, authorizing them to consolidate:

SECTION 1. The Chicago, St. Paul, and Fond du Lac Railroad Company, a corporation created under the laws of the States of Illi-

[1] From the Annual Report of its Directors.

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nois and Wisconsin, by the consolidation of the Illinois and Wisconsin Railroad Company in the State of Illinois, and the Rock River Valley Union Railroad Company in the State of Wisconsin, and the Wisconsin and Superior Railroad Company, a corporation created by the laws of Wisconsin, are hereby authorized and empowered to consolidate the capital-stock of the two companies, and to make the two companies one, and to place the affairs and property of the two companies under the direction of one board of directors, &c.

SECT. 2. The said consolidated company thus created shall be, and is hereby declared to be a body politic and corporate, under the name of The Chicago, St. Paul, and Fond du Lac Railroad Company, &c.

SECT. 3. The said consolidated company, hereby created, shall be entitled to, and invested with, the title and ownership of all the lands, and all and singular the rights, privileges, and immunities granted or conferred by the Act of Congress, approved June 3d, A. D. 1856, entitled "An Act granting public lands to the State of Wisconsin, to aid in the construction of railroads in said State," to the extent of the whole of the lands granted by said Act of Congress, for the purpose of aiding in the construction of a railroad from Fond du Lac, on Lake Winnebago, northerly to the State line, as fully and completely as the said Wisconsin and Lake Superior Railroad Company is, by its charter, entitled to and invested with the same; subject, however, to all the terms, conditions, restrictions, limitations, impositions, duties, and obligations, contained in the charter of said Wisconsin and Superior Railroad Company, and in the said Act of Congress, as far as the same are applicable to the consolidated company hereby created, &c.

"The State of Michigan also received a grant of land from Congress, 'to aid in the construction of railroads from Little Bay de Noquet to Marquette, and thence to Outonagon, and from the two last-named places to the Wisconsin State line; also from Amboy, by Hillsdale and Lansing, and from Grand Rapids to some point on or near Traverse Bay; also from Grand Haven and Pere Marquette to Flint, and thence to Port Huron, every alternate section of land, designated by odd numbers, for six sections in width, on each side of each of said roads.'

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"The Legislature of Michigan, which had the disposal of the lands, distributed them among several companies. That portion of the grant pertaining to the route from Marquette, on Lake Superior, to the State line of Wisconsin, was donated to the Marquette and State-Line Railroad Company, a corporation organized under the general railroad laws of Michigan; and that portion of the grant extending from Ontonagon to the State line was donated to the Ontonagon and State-Line Railroad Company, organized in like manner.

"In accordance with the provisions contained in the said several charters, and also by virtue of special acts of the Legislatures of Wisconsin and Michigan, authorizing the same, the Chicago, St. Paul, and Fond du Lac Company, and the Marquette and State-Line Railroad Company, and the Outonagon and State-Line Company, were consolidated, and thereby this company became fully invested generally with all the chartered rights and properties of those companies, and particularly with all the rights to the land-grant applicable to these lines of road.

"Prior to its consolidation with this company, the Marquette and State-Line Company had contracted for the purchase of a railroad about seventeen miles in length, from Marquette to the iron mines directly on their general route to the State line of Wisconsin, and by virtue of this consolidation, this company becomes possessed of said road, and also of valuable contracts, with several large mining companies in that section, for transporting iron-ore from the mines to the harbor of Marquette. This section of the road, it is supposed, will be in full operation to the iron mountain in July of the present year.

"The distance from Fond du Lac (where the land-grant commences,) to the State line of Michigan, nearly due north, is about one hundred and sixty-five miles, (as ascer-

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tained from a recent survey of the route by a corps of engineers,) and from the State line to Marquette, about seventy-five miles; and from the State line to Ontonagon, about ninety miles, making, in all, *three hundred and thirty miles of land-grant road*, upon the most direct and natural route to the copper and iron harbors of Lake Superior. The Act of Congress gives every alternate section of land, for six sections in width, on either side of the road; and in case of deficiency of land within that limit, such deficiency may be supplied by selecting lands on either side for fifteen miles, allowing a width, for such selections, of thirty miles — the entire length of the road. This, as will be seen, amounts to *three thousand eight hundred and forty acres of land for every mile of railroad*, and the whole distance being three hundred and thirty miles, makes *one million two hundred and sixty-seven thousand acres.* Besides this, the company have the right, by the charter, of running a road north-westerly to the west end of Lake Superior, within the State of Wisconsin, to which the grant of land also attaches. This can be done at any time within ten years; and, if done, will add about 900,000 acres more to the lands of the company. This is truly a rich and munificent gift from the General Government to aid these railroad enterprises.

"In regard to the cost of construction of the road, and the value of these lands, Mr. S. F. Johnston, the engineer under whose superintendence the explorations were made, says that 'a railroad can be built on our general route, northerly, cheaply, and with great ease; that the *snow is less an obstruction to the operation of a railroad than on the prairies of Illinois*, for the reason that it does not drift at all, even on the highest lands.' He also reports that, in some localities, the needle of the compass was materially affected by magnetic iron-ore. The explorations

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heretofore made by engineers, from Ontonagon and Marquette, show their respective routes to be feasible for a railroad, and the land good, heavily timbered, with very valuable varieties; and also refer to the well-known fact, that inexhaustible deposits of pure copper and iron ore exist along the lines of road. The extensive forests of pine, for which Northern Wisconsin is celebrated, and through which the contemplated line will pass, cannot fail to be of great value, especially when the road is finished through them. The rapid and continually-increasing growth and settlement of the area of country south of the line above indicated, together with the already marked inroads now being made upon the forests north of that line by the enormous amount of timber annually cut there, prove that these lands will be very valuable. On or near the Brulé River, on the route of this road, are inexhaustible beds of the finest quality of slate and marble. As there are no other slate-quarries within many hundred miles south and west, eventually this slate will be sent by railroad, southerly, in large quantities, for roofing and other purposes; of course, this land must be valuable, and much of it will be owned by the company.

"But the most valuable are the mineral lands. Pure, unadulterated copper[1] is found along the whole trap-range, extending from Montreal River, north-easterly, past Ontonagon harbor, nearly parallel with the southern shore of the lakes, and about fifteen to twenty-five miles from it, a distance of nearly one hundred and fifty miles, to the extremity of Keweenaw Point."

W. B. Ogden, Esq., President of the Chicago, St. Paul, and Fond du Lac Railroad Company, in a circular-letter to the stockholders, says: "Preliminary surveys have been

[1] A general description of this copper-region will be found in the Second Part of this work.

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made of these lines, which show them entirely feasible for a railroad, at an average cost of about $25,000 per mile, and running through a peculiarly healthful region of good farming and valuable timber and mineral lands. We shall obtain the full quota of lands to which we are entitled under the Act of Congress, viz.: 3,840 acres per mile, and all (after excluding all swamp and refuse lands granted to the State,) within ten miles of our road. Many of these lands have a special value, in addition to their worth for farming purposes. With the exception of the prairie region in the vicinity of the southern part of the road, and occasional meadows and openings all along it, the whole line north from Appleton (some forty miles north of Fond du Lac,) passes over lands covered with fine white pine and other valuable timber, well watered, and abounding in great wealth of iron, copper, slate, and marble.

"The Marquette line passes over superior and extensive slate-quarries of various colors, and the only known accessible slate west of Vermont, for the supply, over our road, of the Great Northwest and the Valley of the Mississippi. It also passes over and along the noted Lake Superior Iron Range, extending from fourteen to fifty miles in width, north and south, and over one hundred miles in length, east and west, and producing, as proved by repeated practical analysis, experiment, and use, the finest iron in the world. A single known bed of it, directly on the line of this road, is capable, according to the United States Geological Survey and official Government Report, 'of supplying the world for ages.'

"On the Marquette line, seventeen miles of road are already constructed, and become our property by this consolidation, with an ample and paying business already at hand, in the transportation of ore and iron to the Lake at

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Marquette. There are single sections of iron-ore land, along this line, which could not be purchased for $100,000.

"The Ontonagon line passes over the great Lake Superior copper and mining region, and directly past the rich Minnesota mine, with its recent wonderful discoveries of immense masses and columns of solid virgin copper. A section of land covering this mine has now a market value of near $1,500,000.

"The Government having made no reserve of minerals to itself, and as our line of road penetrates to the interior of this region, and opens a country hitherto (for want of roads,) comparatively unoccupied, we shall, doubtless, in locating our lands, obtain, in addition to extensive tracts of fine pine timber-lands, many thousands of acres of great value on account of the minerals they contain. As often as every ten miles along the entire line, towns and villages will spring up, and give great value to our adjoining lands for villages and town lots.

"The Illinois Central Railroad Company, in their last report, value their remaining unsold lands, taking their large actual sales as a standard, at $13 52 per acre, and express great confidence that a larger price will be realized.

"If we estimate our lands at the same rate, as with all their wealth of timber and minerals we may safely do, we have—

"1,267,200 acres, at $13 50 per acre, worth	$17,107,200
The 330 miles of road to be constructed by these lands, at $25,000 per mile, will cost	8,250,000
Leaving a surplus of	$8,857,200

"On this basis there is value enough in these lands, not only to build the 330 miles of road north of Fond du Lac, but to reimburse to our stockholders their entire outlay in building their road from Chicago to Fond du Lac.

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"The company have ten years' time in which to complete the line to Lake Superior, and their lands are free from all taxes during these ten years, unless previously sold by the company. The company have also the right of way, free of cost, through all public lands, and all lands reserved by Government in any manner or for any purpose.

"And this line, when constructed, will not want for business. A large population have already gathered in the vicinity of Ontonagon and Marquette, and heavy investments have been made in mining the copper and iron, which business is rapidly increasing. Every year sends a powerful emigration thither; and these emigrants, while they develop the country, will draw their supplies from the prairies of Wisconsin and Illinois. As the mining resources of the region are developed, and it becomes easily accessible by our road, this emigration will increase accordingly. Manufacturing establishments will, of necessity, grow out of the mining operations. The Great West will look mainly to the Lake Superior district for its supplies of copper, iron, and slate, as they will be delivered over our road at all seasons of the year, and at greatly reduced cost. The carrying trade of lumber, iron, slate, and marble, from our lands and the line of our road southerly, and of the supplies of all sorts needed upon it in return, will give full occupation for the entire capacity of the road.

"The construction of a railroad from this extraordinary lumber and mineral region south, as a means of intercourse with the important lake cities on the western shore of Lake Michigan and the great markets of the country, would be an attractive investment of capital, without regard to the land grant.

"Some of the most substantial and lucrative roads and

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improvements of the country have been constructed expressly for the accommodation of such a traffic; and there is not one of them where the object to be attained compares, in extent and inexhaustible resources, for all time to come, with ours.

"In another respect this road will compare favorably with other roads of the country, viz.: IN CHEAPNESS OF COST — the grades are easy, the country favorable for construction, the materials for ties and other structures on the line abundant, the right of way furnished without cost.

"The company have also a charter for a road northwesterly from the above north and south line to St. Louis River, or the west end of Lake Superior, with the land-grant privilege attaching to it — the whole distance supposed to be about 200 miles. At some future day, and not far distant either, a line of road from the City of Superior, south-easterly, to our north and south line, may not only be demanded by the wants of that section, but be a most essential tributary to our main line towards Chicago. In such event, if our other roads to Marquette and Ontonagon should then be completed, it might be very important and indispensable for the company to have the benefit of the land-grant along its line."

The earnings of this road, while in course of construction to Janesville, were, for the first eight months of 1856, $166,198 98. The road was opened to Janesville in September, and the earnings on this portion of the line were, for the eight months following, $288,048 33; and for the month of May, 1857, $60,168 32, being an increase over the corresponding month of the preceding year, of $30,655 31. The connection with the Milwaukee and Mississippi Road was made on the 11th of May, 1857, thus opening a *through* route to the Mississippi, at Prairie du Chien, and promising a very large increase of annual receipts.

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THE MILWAUKEE AND MISSISSIPPI RAILROAD COMPANY.

This pioneer railroad of Wisconsin is fully completed to Prairie du Chien, its terminus on the Mississippi river, and is not only one of the most prosperous, but one of the best conducted roads in the State. An immense amount of freight and travel pass over it, which formerly were carried over the Illinois roads to the river. We annex extracts from the Report of its Superintendent.

"It is with great satisfaction that I can state to the public generally, that our road, with all its connections and arrangements for business from New York to St. Paul, is in complete order, and ready for the earliest opening of navigation.

"In the first place, the road terminates on the Mississippi river, about seventy miles above any other. Now, if we consider Chicago as the starting-point, we can take a passenger thence over the Chicago and St. Paul Railroad to Janesville, and thence over one hundred and thirty miles of our road to Prairie du Chien, from eight to ten hours in advance of the route *via* Dunleith, which advantage is sufficient, in my judgment, to give at least one hundred and thirty miles of our road the great bulk of travel to Northern Iowa, Minnesota, St. Paul, and the Upper Mississippi country. Then, if we start at Milwaukee, we shall find our road has connection with Chicago, *via* Lake Shore Railroad, and is, in the course of next year, to have a connection across Lake Michigan to Grand Haven, which is directly east of Milwaukee; and thence with the Detroit and Milwaukee Railroad, with the New York Central and Erie Railroads, and with the Grand Canada Trunk Railroad, extending to the Gulf of St. Lawrence. These routes, for at least nine months of the year, are the shortest, cheapest and quickest, from the principal Eastern cities and from

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New England, through the Grand Trunk Railroad, through Milwaukee, and over the Milwaukee and Mississippi Railroad, to the great Northwest.

"From the two connections above mentioned, the Milwaukee and Mississippi Road is to receive an amount of through business which will have scarcely a parallel in the West, and which, added to our already large local business, must fully establish the position I started with, that the M. and M. Railroad would be the best paying road west of Lake Michigan."

Lines of steamers are daily running in connection with this railroad at Prairie du Chien, and the Company is rapidly controlling the great bulk of the freight and passenger traffic between the Upper Mississippi and the East. As an evidence of the remarkable increase of business, we will give the number of arrivals at St. Paul for the last seven years.

Year.	No. of Arrivals.	Year.	No. of Arrivals.
1850	104	1854	310
1851	119	1855	563
1852	171	1856	837
1853	235		

During the year 1856, 172,052 passengers were transported over this road, *without the slightest injury to any one*, except a lady, who had her shoulder injured by the breaking of an axle, which threw the car in which she was sitting at the time off the track.

The amount of freight moved over the road, for the past year, was: Tonnage going east, 62,216; tonnage going west, 90,361; total, 153,577. The aggregate amount of earnings, for the same period, was $680,472 48. A dividend of ten per cent. cash was paid in 1856.

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THE DETROIT AND MILWAUKEE RAILROAD.

The line of this railroad is drawn from Grand Haven, in the State of Michigan, and directly opposite Milwaukee, to Detroit, at the foot of Lake St. Clair, and at the terminus of the Canada and Great Western Railway; branching from it at Owasso or Flint, directly east to Port Larnia, the terminus of the Grand Trunk Railway from Montreal, Toronto, and London, in Canada—making an air line from Milwaukee to the starting-point of the three great Atlantic roads—the Grand Trunk, the New York Central, and the New York and Erie.

As the shortest possible connecting link between the termini of the diverging roads from Milwaukee to the different points of the great Northwest, it is justly considered one of the most important to the State of any of the roads outside of its limits. The annexed table of distances and passenger fares by different routes, will show the advantages of this route, in point of economy and expedition, over all other means of communication between the Eastern States and the principal points of importance in the Northwest.

Table of Distances, &c.

FROM NEW YORK TO	BY WHAT ROUTE.	MILES.	AMT.	TIME.
Milwaukee,	via Detroit and Milwaukee Railway	942	$20·20	47·51
"	" Michigan Central Railroad	1048	23·98	52·24
"	" Buffalo and Michigan Southern Railroad	1078	24·73	53·24
"	" N. York and Erie and Michigan Southern	1051	23·97	52·33
"	" Penn. Central and Detroit and Milwaukee	1000		
Prairie La Crosse,	via Detroit and Milwaukee Railroad	1142	25·20	57·51
"	" " N. York and Erie and Mich. Southern	1251	28·97	62·33
St. Paul,	via Detroit and Milwaukee Railway	1292	26·70	72·51
"	" N. Y. and Erie and Mich. Southern Railroad	1439	29·17	86·57
"	" Michigan Central Railroad	1436	29·18	86·48

The business prospects of the Detroit and Milwaukee Road are very flattering. They have carried over their

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line, in the last six months, over 129,000 local passengers, and their receipts have, in the same time, amounted to $143,342. At this rate they will have, per annum, for local traffic, over $680,000. A few years will make a vast increase of their business, both local and through. This Company lately received from Government over one hundred thousand acres of land, which ought to produce at least one million of dollars.

THE MILWAUKEE AND HORICON RAILROAD.

This road runs from Milwaukee northwest (N. 45° W.) to the City of Superior, 325 miles, passing through, on its route, Horicon, Waupum, Ripon, Berlin, and Stevens' Point, and the whole line presents no material deviation from an air line. It is proper to remark here, that the charter of the La Crosse Road and the Milwaukee and Horicon, occupies the same ground between Milwaukee and Horicon, 51 miles, and an arrangement was made between these companies, under a contract running twenty years from the time of opening the Milwaukee and Horicon Road beyond Horicon. This road is now finished to Berlin, 92 miles from Milwaukee, and is being hurried forward without delay. It connects, at this point, with the Valley Road, already built to Fond du Lac, and at Ripon with the Winnebago, extending to Oshkosh, and the Ripon and Wolf River Road, besides other important connections, building by separate companies. It will be perceived that the Milwaukee and Horicon Railroad occupies the position of a grand trunk line, extending diagonally through the middle of the State from the southeast to the northwest. At the City of Superior, it will connect with the contemplated Northern Pacific Railroad, and will form the air line from it to Milwaukee.

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The total amount of tonnage passing over this road, for ten months of 1856, was 25,655, and 27,400 passengers. This is a very encouraging prospect, when it is considered that but $17\frac{84}{100}$ miles were in operation for this period.

GREEN BAY, MILWAUKEE, AND CHICAGO RAILROAD.

This Company was organized in 1852, and the road completed between Milwaukee and Chicago in 1855. It runs along the Lake Shore from Milwaukee to the State line, a distance of 40 miles, connecting there with the Chicago road. It is commonly called the Wisconsin Lake Shore Road, and during the close of navigation (about three months every year), it is the only means of connection, for passengers and freight business, with the great Eastern and Southern routes, and must prove one of the best roads in the United States. As a passenger road, it is one of the best in the West — running its trains with great regularity and precision during all seasons of the year. It was only in operation seven months of the year 1855, and therefore the comparative business is only given for that period for the two past years.

	1856.
Number of through passengers, both ways	98,553
" " way " " "	81,277
Earnings for the year 1856	$221,936·56
Last seven months of 1855	$36,409·65
Last seven months of 1856	136,610·38
Excess for 1856	$50,200·73

MILWAUKEE AND BELOIT RAILROAD.

This road leads from Milwaukee, in a southwesterly direction, to Elkhorn and Delavan, a distance of 49 miles, where it will shortly intersect with the Racine and Missis-

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sippi Railroad, thereby forming a direct line to Savannah, on the Mississippi river. It passes through a section of country which, for fertility and agricultural productions, cannot be surpassed in the West.

FOX RIVER VALLEY RAILROAD.

This Company was chartered in 1853, with the right to construct a railroad from the south line of the State of Wisconsin to Milwaukee, a distance of 43 miles. The entire route has been surveyed, and about one-third of it completed. Its location is very favorable, passing through one of the richest and most densely populated portions of Wisconsin, besides forming several important connections with other railroads.

THE RACINE AND MISSISSIPPI RAILROAD.

This road runs from the city of Racine to Savanna, on the Mississippi river, a distance of 136 miles. Having an eastern terminus at Racine, and a belt of rich and well-settled country, eighteen miles wide, the whole length of the road, wholly dependent upon it for the transportation of its produce to a good market; it commands every advantage upon which the success of such projects usually depend.

MILWAUKEE AND SUPERIOR RAILROAD.

This enterprise is in the hands of a Company organized under a charter obtained in March last. The route of the proposed road, under its charter, extends from Milwaukee, by way of the lake shore towns, to Green Bay, and thence to the City of Superior, at the head of Lake Superior — covering a distance of about four hundred miles. It is the extension northward of the line of lake shore roads, now

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completed from Buffalo to Milwaukee. The Company is entitled to receive one hundred thousand dollars of the bonds of that city, besides numerous private subscriptions, &c., in various counties along their route. It is their intention to complete the road to Sheboygan in 1858. Between Milwaukee and Green Bay it can have no rival road within forty miles; and, were its operations confined only to the local business, it could not fail to be a profitable investment. But it reaches further; intersects the Chicago, St. Paul, and Fond du Lac Road, leading to the mining districts of Ontonagon and Marquette, and traverses the richest mineral region in Northern Wisconsin, to the *great city* of Lake Superior.

DISTANCES BY RAILROAD.

Railroad distances by the various lines, diverging from Milwaukee throughout the State of Wisconsin.

Milwaukee and Mississippi Railroad.

From Milwaukee to	MILES.
Wauwautosa	5
Side Track	12
Junction	14
Forest House	17
Waukesha	20
Genesee	28
Eagle	36
Palmyra	42
Whitewater	50
Childs' Station	55
MILTON	62
JANESVILLE	70
Edgerton	72
Stoughton	82
Madison	98
Blackearth	122
Arena	128
Avoca	148
Muscoda	158
Boscabel	168
Prairie du Chien	195

La Crosse and Milwaukee Railroad.

From Milwaukee to	MILES.
Schwartzburg	7
Granville	13
Germantown	18
Richfield	23
Cedar Creek	28
Schleisinger	30
Hartford	34
Rubicon	39
Woodland	43
Iron Ridge	45
Horicon	51
Junction	54
Oak Grove	56
Beaver Dam	61
Fox Lake	68
Portage Prairie	73
Cambria	77
Pardeeville	87
Portage City	95
New Lisbon	140
La Crosse	196

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Watertown Division.

	MILES.
From Milwaukee to	
Wauwautosa	5
Elm Grove	9
Junction	14
Pewaukee	20
Hartland	24
Pine Lake	27
Oconomococ	33
Ixonia	38
WATERTOWN	45
Lowell	54
COLUMBUS	64

Northwestern Division.

From Milwaukee to	
Portage City	95
St. Croix River	323

St. Croix and Lake Superior Railroad.

From Milwaukee to	
St. Croix River	323
Falls of St. Croix	353
Gordon	388
Nashodana	400
City of Superior	460

Chicago, St. Paul, and Fond du Lac Railroad.

From Chicago to	
Junction	2
Jefferson	9
Canfield	12
Des Plaines	16
Dunton	23
Palatine	27
Barrington	32
Cary	38
CRYSTAL LAKE	43
Ridgefield	45
Woodstock	51
Harvard	62
Lawrence	65
Sharon	71
Clinton Junction	78
Shopiere	83
Janesville	91

	MILES
LA CROSSE JUNCTION	
Burnet	95
Chester	107
Oakfield	116
FOND DU LAC	124

Milwaukee and Horicon Railroad

From Milwaukee to	
Schwartzburg	7
Granville	13
Germantown	18
Richfield	23
Cedar Creek	28
Schleisinger	30
Hartford	34
Rubicon	39
Woodland	43
IRON RIDGE	45
Horicon	51
Burnett	56
Mill Creek	62
Waupun	66
Brandon	74
Reed's Corners	77
Ripon	81
Berlin	92
STEVENS' POINT	142

Chicago and Milwaukee Railroad.

From Chicago to	
Chittenden	7
Evanston	12
Wynetka	16
Glencoe	19
Highland Park	23
Rockland	30
WAUKEGAN	35
State Line	45
Kenosha	51
Racine	62
County Line	70
Oak Creek	75
MILWAUKEE	85

Racine and Mississippi Railroad.

From Racine to	
Junction	2
Windsor	10
Union Grove	14

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	MILES.
Kansasville	18
Dover	20
Burlington	26
Lyonsdale	30
Springfield	33
Elkhorn	40
DELAVAN	46
Darien	50
Allen's Grove	53
Clinton	58
BELOIT	68
ROCKFORT	72
FREEPORT	101
SAVANNAH	136

Detroit and Milwaukee Railroad.

From Detroit to	
D. M. & T. R. R. Junction..	3
Royal Oak	12
Birmingham	18
Pontiac	25
Drayton Plains	31
Waterford	33
Clarkson	35
Springfield	39
Davisburg	42
Holly	47
Fentonville	52
Linden	57
Gaines	62
Vernon	70
Corunna	77
Owosso	80
Ovid	90
St. Johns	100
Ionia	120
Lowell	
Ada	
Grand Rapids	
Grand Haven	170
Milwaukee, by steamboats...	251

RIVER DISTANCES.

Table of distances from St. Louis, via Mississippi and St. Louis rivers, to the City of Superior.

	MILES.	
From St. Louis to		
Missouri River	18	
Alton	3	21
Grafton	18	39
Illinois River	2	41
Gilead	32	73
Hamburg	10	83
Clarksville	13	96
Louisiana	11	107
Hannibal	25	132
QUINCY	18	150
La Grange	10	160
Tully	7	167
Warsaw / Des Moines River	17	184
Keokuk	4	188
Montrose / Nauvoo	12	200
Madison	10	210
BURLINGTON	20	230
Oquawka	17	247
New Boston	19	266
Iowa River	1	267
Muscatine	25	292
Fairport	7	299
Andalusia	10	309
Rock Island / Davenport	9	318
Hampton	11	329
Parkhurst	8	337
Albany	19	356
Lyons	9	365
Charleston	15	380
Savannah	2	382
Belleview	19	401
Fever River (to Galena 6 miles)	7	408
DUBUQUE	24	432
Dunleith	1	433
Potosi Landing	14	447

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	MILES.	
Waupaton	10	457
Buena Vista	5	462
Cassville	4	466
Guttenburg	10	476
Clayton	12	488
Wyalusing	5	493
McGregor's	6	499
Prairie du Chien	4	503
Red House	5	508
Johnson's Landing	2	510
Lafayette	30	540
Columbus	2	542
Lansing	1	543
De Soto	6	549
Victory	10	559
Bad Axe City	10	569
Warner's Landing	6	575
Brownsville	10	585
La Crosse	12	597
Dacotah	12	609
Richmond	6	615
Monteville	5	620
Homer	10	630
Winona	7	637
Fountain City	12	649
Mount Vernon	14	663
Minneiska	4	667
Alma	15	682
Wabashaw	10	692
Nelson's Landing	3	695
Reed's Landing	2	697
Foot of Lake Pepin	2	699
North Pepin	6	705
Johnstown	2	707
Lake City	5	712
Central Point	2	714
Florence	3	717
Maiden's Rock	3	720
Westerville	3	723
Wacouta	12	735
Red Wing	6	741
Thing's Landing	7	748
Diamond Bluff	8	756
Prescott	13	769
Point Douglas	1	770
Hastings	3	773
Grey Cloud	12	785
Pine Bend	4	789
Red Rock	8	797
Kaposia	3	800
St. Paul	5	805
St. Anthony	9	814
Rice Creek	7	821
St. Francis or Rum River	9	830
Itasca	7	837
Elk River	6	843
Big Lake	10	853
Big Meadow (Sturgis)	18	871
St. Cloud (Sauk Rapids)	10	881
Watab	6	887
Little Rock	2	889
Platte River	12	901
Swan River	10	911
Little Falls	3	914
Belle Prairie	5	919
Fort Ripley	10	929
Crow Wing River	6	935
Sandy Lake	120	1055
Savannah Portage	15	1070
Across the Portage	5	1075
Down Savannah to St. Louis	20	1095
Fond du Lac	60	1155
City of Superior	22	1179

LAKE DISTANCES

Chicago, Milwaukee, and Lake Superior Line.

	MILES.	
From Chicago to		
Milwaukee	90	90
Sheboygan	50	140
Manitowoc	25	165
Two Rivers	7	172
Manito Island	112	284
Mackinaw	90	374
S. St. Marie	90	464
Marquette	170	634
Cop's Harbor	80	714
Eagle Harbor	16	730
Eagle River	9	739
Ontonagon	65	804

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	MILES.	
La Pointe	80	884
City of Superior	80	964

The Lady Elgin, on this line, is of 1037 tons burthen, and cannot be surpassed by any steamer floating the Western waters, in point of speed, comfort, &c.

Cleveland, Detroit, and Lake Superior Line.

From Cleveland to		
Detroit	130	130
Fort Gratiot	70	200
Pointe au Barques	85	285
Thunder Bay	70	355
Presque Island	80	430
Sault St. Marie	100	530
Marquette	170	700
Cope Harbor	80	780
Eagle Harbor	16	796
Eagle River	9	805
Ontonagon	65	870
La Pointe	80	950
Superior	80	1030

The Iron City and Dacotah propellers are new, and among the best boats on the Lake.

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CHAPTER IX.

PUBLIC LANDS — PRE-EMPTION LAW — ADVICE TO SETTLERS — EXTRACTS FROM THE PRESS, ETC.

In the preceding pages we described the various resources of this, the Empire State of the Northwest; and will now give some account of the public lands within its limits, and an abstract of the pre-emption law, for the benefit of those desirous of availing themselves of its privileges. This law has, since the date of its passage, been one continuous source of benefit to the West. It is the best protection ever devised for the poor and industrious man against the speculator and the capitalist.

The public lands of the United States are that immense body of unappropriated and unsettled lands, commonly called Government lands, which have been acquired at various periods, both by treaty and purchase; and, in all action upon them, both by individuals and by public bodies, legislative or judicial, are treated as the property of the Government. President Buchanan, in his Inaugural Address, truly says: "No nation, in the tide of time, has ever been blessed with so rich and noble an inheritance as we enjoy in the public lands. In administering this important trust, whilst it may be wise to grant portions of them for the improvement of the remainder, yet we should never forget that it is our cardinal policy to reserve these lands, as much as may be, for actual settlers, and this at moderate prices We shall thus not only best promote the pros-

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perity of the new States, by furnishing them a hardy and independent race of honest and industrious citizens, but shall secure homes for our children, and our children's children, as well as for those exiled from foreign shores, who may seek in this country to improve their condition, and to enjoy the blessings of civil and religious liberty. Such emigrants have done much to promote the growth and prosperity of the country. They have proved faithful, both in peace and in war. After becoming citizens, they are entitled, under the Constitution and laws, to be placed on a perfect equality with the native-born citizens, and in this character they should ever be kindly recognised."

The present system of public surveys is a complete admeasurement and marking of the whole body of public lands, and is very easy of comprehension. The land is first measured and marked in township lines, which are divisions of six miles square. Afterwards the township is divided into sections of one mile square, each section being marked by "blazing" a tree, as the technical phrase is for barking it with an axe; or, if the corner to be marked is in the prairie, by driving a stake, and throwing up a sod, noting at the same time, on the tree or the stake, the number of the township and section. The townships are numbered from south to north on a *base line*, and the north and south ranges are numbered on both sides of an arbitrary meridian, east and west. The *meridian lines* are established and surveyed from some important point, generally from the junction of some water-course. The "fourth" *principal meridian* commences on the Illinois River, at a point seventy-two miles due north from its mouth; (here also commences its *base line*, which runs due west to the Mississippi River). This meridian continues north through the State of Wisconsin. The sections are numbered, beginning at the northeast section of the township for

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number one, running west, and alternately east, terminating with number thirty-six in the southeast corner. Section numbered sixteen in each township is appropriated to schools, and transferred to the States for that purpose. The following diagram will serve to illustrate:

6	5	4	3	2	1
7	8	9	10	11	12
18	17	16	15	14	13
19	20	21	22	23	24
30	29	28	27	26	25
31	32	33	34	35	36

Those lands not entered under the pre-emption law are offered at sale, previous to which, no person, except having a pre-emptive right, can purchase. After they have been offered at public sale, they are open to every purchaser at private sale. The price of all the lands is fixed at a uniform minimum of *one dollar and a quarter per acre*, except those specified in the late land-grants.

THE PRE-EMPTION LAW.

The following abstract of the pre-emption law will prove of interest to such as design to avail themselves of its provisions:

1. The settler must never before have had the benefit of pre-empting under the act.

2. He must not, at the time of making the pre-emp-

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tion, be the owner of three hundred and twenty acres of land in any State or Territory in the United States.

3. He must settle upon and improve the land in good faith, for his own exclusive use or benefit, and not with the intention of selling it on speculation; and must not make, directly or indirectly, any contract or agreement, in any way or manner, with any person or persons, by which the title which he may acquire from the United States should enure, in whole or part, to the benefit of any person except himself.

4. He must be twenty-one years of age, and a citizen of the United States; or, if a foreigner, must have declared his intention to become a citizen before the proper authority, and received a certificate to that effect.

5. He must build a house on the land, live in it, and make it his exclusive home, and must be an inhabitant of the same at the time of making application for pre-emption. [Until lately, a single man might board with his nearest neighbor; but the same is now required of single as married men, except that, if married, the family of the settler must also live in the house.]

6. The law requires that more or less improvements be made on the land, such as breaking, fencing, &c., but pre-emptions are granted where a half-acre is broken and enclosed.

7. It is necessary that no other person, entitled to the right of pre-emption, shall reside on the land at the same time.

8. No person is permitted to remove from his own land, and make a pre-emption in the same State or Territory.

9. The settler is required to bring with him to the land-office a written or printed application, setting forth the facts in his case as to the 1st, 2d, and 3d requirements

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here mentioned, with a certificate appended, to be signed by the Register and Receiver, and make affidavit to the same.

10. He is also required to bring with him a respectable witness of his acquaintance, who is knowing to the facts of his settlement, to make affidavit to the 4th, 5th, 6th, 7th, and 8th requirements here mentioned, with the same set forth on paper, with a corresponding blank certificate attached, to be signed by the land-officers.

11. The pre-emptor, if a foreigner, must bring with him to the land-office, duplicates of his naturalization papers, duly signed by the official from whom they were received.

A minor who is the head of a family, or a widow, may also pre-empt — their families being required to live on the land.

The settler is required to file a written declaratory statement of his intention to pre-empt, before he can proceed with his pre-emption.

FEES.—1st. The fee required by the Register for filing a declaratory statement, is one dollar.

2d. For granting a pre-emption, the Register and Receiver can receive fifty cents.

3d. For duplicate of the map of any township, one dollar is required by the Register."

LAND GRANT — EFFECT UPON PRE-EMPTIONS.

We assure all our readers, that the closing of the land-offices need deter no one from immigrating to Wisconsin, and none there from making claims. *The Railroad Grant, in its terms, respects all pre-emptions made up to the time the roads are actually located. After the location, pre-emptors are excluded from pre-empting odd-numbered sections only, within six miles of either side of the roads*

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as located; but the Government price for all lands within six miles of the railroads, is $2 50 per acre. If they wish to go further off than six miles from the proposed railroad lines, then the price of the lands will be $1 25 per acre.

The closing of the land-offices is a real benefit to the settler, by preventing speculators (the bane of all new States,) from taking up all the public lands along the line of the proposed roads.

UNSURVEYED LANDS.

Besides the lands which have been surveyed and brought into market, there are large tracts yet unsurveyed, and almost unexplored. The amount of these lands is estimated at about 14,500 square miles; principally lying in the northwestern part of the State, and almost without inhabitants. The soil of this region is of an excellent quality, &c.[1]

LAND-OFFICES.

There are six land-offices in Wisconsin, each of which represents several counties, viz.: Mineral Point, Manasha, Hudson, Stevens' Point, La Crosse, and City of Superior. At either of these offices, settlers will be furnished with small township maps, showing all the vacant or unentered lands, up to the date of application.

The right of pre-emption gives to Wisconsin an advantage over other Western States, for it precludes entirely the possibility of its becoming, as are the States of Illinois and Iowa, a country of speculators, who feel no interest in them, except that of having their lands increase in value, as the result of the public spirit and enterprise of others.

There are still thousands of persons at the East, farmers, mechanics, artisans, working-people, who look toward

[1] See Pages 40 and 42.

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Wisconsin with a disposition to emigrate — perhaps they mete out from year to year a bare subsistence — the year rolls by, and if they have enjoyed the right to labor during the bulk of it, they have accumulated but little; and when we look back at the condition of things a winter or two ago, in the large cities, when the most hard-working, honest, proud-spirited mechanics were straitened for want of the means of keeping themselves and their little ones from starvation, we cannot help wondering why more of them do not come to this favored State. And who can tell when these things will occur again? Neither honesty, industry, nor capability, are a protection when there is no work. The very men who have barely enough to eke out a miserable subsistence in the cities, could command in Wisconsin, through the whole winter, from $2 50 to $3 00 per day, and be sought after gladly, and begged to work. What, too, would be their opportunities, rising in a new country; at home among people like themselves; their children imbibing health and happiness from the air they breathed, instead of disease and crime; they themselves known and respected according to their deserts; and possessing the many advantages for a rapid accumulation of fortune, known only to a new country! Who would ask to exchange such a pure, free life, for the crowded miseries of the Eastern cities, their uncertainty of employment, and the few rugged, scrambling roads by which the poor can rise! Surely no sensible man would hesitate long as to his choice.

"The working-man in Wisconsin need never be idle, and it is pre-eminently the place for working-people; the whole country is in a state of transition, rapidly going on. What has been done at the East, has yet to be done here; the numerous channels of business, into which it requires years to attain a successful position there, are either just opened

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to enterprise in this State, or await, perhaps, another year's agricultural settlement, as we chance to look at a point just bursting into notice, or another with a few years the advantage — hence, the newly-arrived mechanic, artisan, or manufacturer asks himself, not, Where can I find an opening? but, Which is the best?"

The Emigrant's Journal says: "We do know that the Beneficent Creator of all things, in his sovereign benevolence, has thrown wide to humanity millions upon millions of untilled acres in the Great West, that lie there waiting for hands to cover them with harvests. And we also know that, in the crowded cities of our own land, and in the crowded States of Europe, thousands on thousands of our fellow-beings are toiling through life to obtain a miserable subsistence, who, on those broad acres, would soon find ease, and comfort, and affluence. Now, to assist that emigration, seems to us one of the noblest works to which man could devote himself. To illustrate our purpose, let us stop at this corner of a great city, and see the population set past us. It is sunset. Note that poor laborer; he comes from a hard day's work. From morning to night that man's muscles have been going. The miserable pittance he receives is scarce enough to keep his wife and children in food and lodging. The benefit of all his toil goes to some one — not to himself.

"Imagine that man set upon his own land, the plough in his grasp, and his fortune before him. Where, then, would be the result of his labor? House, ploughed land, fences, barns, would grow under his hand with half the labor he now gives to procure a living, and every day's work would be for himself, and would add to his own personal wealth. The heavens would smile above him, the great earth would yield him her fruits; and he would leave

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his children — instead of sickness, sin, and poverty — health, happiness, and prosperity."

Another journal forcibly remarks: "We say, then, to the mechanic, pent up in dense, suffocating cities, or crowded towns, toiling at the selfish dictation of arrogant employers, who derive at least three-fourths of the profits of your labor — to such I say, Come to the fresh and fruitful West, where you may easily have an independent and pleasant home.

"To the young farmer, who works the long hot days for the paltry sum of ten or a dozen dollars per month, or to him who rents land, returning to others the 'lion's share' of all the products of his industry — to all who would better their condition and regain new energies, unto such I say, confidently and in a lively friendship, Come, and appropriate to yourselves any necessary and proper amount of these gardens, boundless and beautiful, which you can, so many of you, easily do.

"They will return you a *greater yield of crops, for less labor*, and then you can obtain prices but little under Eastern markets; transportation is so cheap and speedy, which renders these Western lands as valuable as those of the East."

An intelligent writer in the New York Herald says: — "Having visited Kansas, Nebraska, Iowa, Illinois, and Wisconsin, I can speak from knowledge and experience in regard to their present and future. I am desirous of stating, through your columns, my opinion as to which of these Territories or States, emigrants, particularly those of the Northern States, and who are practical farmers, will, taking all the circumstances into consideration, find it most to their advantage to settle in. Wisconsin is my choice, for the following reasons: First, good water, a healthy climate, plenty of wood, all kinds of grain and fruit grow

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in abundance, an intelligent population, railroads traversing every part of the State, and a home market at almost every door. It is interspersed with lakes and streams, and abounding with fish and game. The time is not far distant which will witness the value of all the middle portion of that State at fifty dollars and upwards for an acre. The pineries are supposed to be less in value than the prairie and oak openings. This is not so at present. There are lands there now that cannot be purchased for two hundred dollars per acre. There are now more than three thousand shingle-makers, lumbermen, and others, in these dense forests; and if a shingle-maker, with his machine, cannot make twenty dollars per day, and drink his quart of whiskey, he won't work. The shingle-makers frequently pay five to eight dollars for a single tree. The lumbermen will take a whole tree, and throw it in a stream but a trifle wider than the tree itself, and, as they term it, log it down to some larger water. This is done only when the snow is going off, in the spring, or when there is a rise of water in the fall of the year. To mount some high eminence on a cold, frosty morning, and cast your eye over these dark forests, and behold the smoke standing, like the shaft of Bunker Hill Monument, in the air, is indeed a sight worth seeing."

It is surprising to see so many hard-working farmers, laboring in the Eastern States on miserable farms, from ten to one hundred acres in size, when such inducements are offered in Wisconsin, as buying improved farms at low prices, or selecting to suit themselves from Government lands at $1 25 per acre. The prairies and openings of this State offer farms, wild or improved, of a quality which the same means could not purchase in the other States, while the rapidity with which internal improvements advance, approximates with each year the value of produce near the

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market-prices of the East, and consequently gives an enhanced value to their farms.

The soil in most parts of the State is composed of the black deposit of decayed vegetation, which for ages has flourished in wild luxuriance, and rotted upon the surface; of loam, and, in a few localities, of clay mixed with sand. The deposit of vegetable mould is uniformly several inches thick on the tops and sides of hills — in the valleys it is frequently a number of feet. A soil thus created of impalpable powder, formed of the elements of organic matter — the dust of death — we need scarcely remark, is adapted to the highest and most profitable purposes of agriculture — yielding crop after crop in rank abundance, without an artificial manuring. Instances could be mentioned of land cropped for twenty to thirty successive years, without the addition of a pound of manure, on which the growth, last season, was just as vigorous, and the yield as profuse, as on any of the series.

We are told by those wiseacres who are always croaking, that "the bubble of Western speculation in lands, &c., will soon blow up" — this has been their cry for years. Whether it comes or not — and there is no doubt that it ought to come soon in several of the States whose lands are partly held by Eastern speculators — it can do no material damage to Wisconsin, and we will give our reasons:

First. Its unrivalled agricultural country to fall back upon.

Second. Its vast mineral resources of lead, copper, iron, &c.[1]

[1] A piece of gold-bearing quartz was found lately near Waupacca, in Waupacca River, near the centre of the State; also, a specimen of pure gold was dug from a cellar in the same vicinity. The quartz specimen is quite rich in the precious metal. The particles are plainly visible to the eye, scattered in profusion over the surface of the rock. Particles of gold, as large as a pea, have been frequently dug out of the ground at the same place.

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Third. Its immense lumber regions.

Fourth. Its commercial position and advantages. Lake Superior on the north, Lake Michigan on the east, the Mississippi River on the west, and the inland navigation improvements connecting that river and Lake Michigan, besides its railroads which traverse it in every direction.

Fifth. In the energy and industry of its inhabitants.

Sixth, and lastly. In the large and increasing European immigration.

In May, 1857, over *one thousand Norwegian settlers* arrived, and at least *twenty thousand more* are expected to follow, from that country alone, this year. We have no means of knowing the numbers of German and Irish immigrants, but they are in excess of former years. *Wisconsin, if she never receives one dollar more, or another settler from the old States, would still increase at an unexampled rate from foreign immigration alone!*

In addition to all these resources, Wisconsin is not crippled with a heavy debt, like most of the other States. In 1857 it only amounted to about $70,000. Nor has she to expend millions upon internal improvements, for the General Government granted over 2,000,000 acres to construct her railroads; the lands appropriated for school purposes are worth at least $3,000,000, besides the University, and other trust funds.

One would infer from the remarks of several of the leading journals, that the only cities in the Union were in the Eastern States, and that the products of the West must be brought there for market. The statements of these journals show a narrow-mindedness and intentional ignorance of the true state of affairs. Wisconsin has, within her own limits, a ready market for all her agricultural productions, and is able to ship the products of her lead, copper, and iron mines, to Canada, to Europe, or the Gulf of Mexico.

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Great numbers of emigrants have arrived this year at its Lake ports from Europe *via* Canada.

That there are many towns which have no existence but on paper, and in the brains of speculators; and that great numbers of young men, who are fit for nothing but idling away their time in cities, or attending upon fancy mercantile duties, come here, and can find no employment suited to their capacity, we do not deny. But we do assert that a good farmer or mechanic failing to succeed in Wisconsin, is almost an impossibility — in fact, we would like to hear of one. We will go further, and maintain that not only can they succeed better in Wisconsin, but in less time, and with less labor, than is needed in other States. Even supposing a general revulsion should occur in commercial affairs throughout the East, we confess that we are unable to see how it can affect the settlers in Wisconsin who have purchased lands at $1 25 to $2 50 per acre. For it is proved that the *first crop raised generally pays both for the farm and improvements!* Again, in proportion as the population increases, there must be towns; and these towns must give employment to mechanics to build them, and to all kinds of tradesmen to support them, and the remuneration that will be paid in every case will be very great.

We make these statements to prove that the course of Wisconsin must ever be onward. If its increase in former years exceeded that of any other State in the Union, what must it soon be when the resources we have mentioned shall have been fully developed.

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PART II.

LAKE SUPERIOR.

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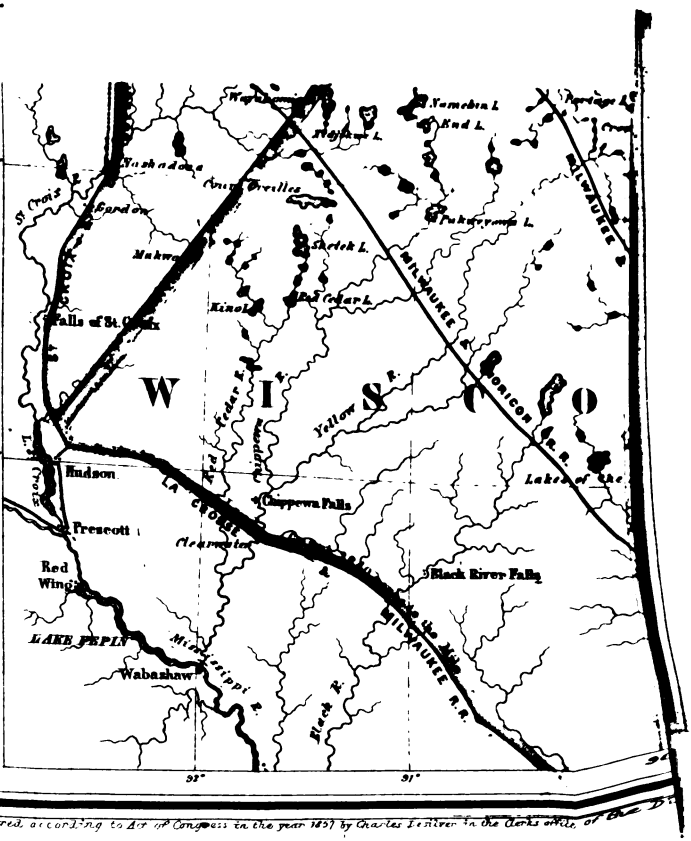

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LAKE SUPERIOR.

CHAPTER I.

LAKE SUPERIOR — PICTURED ROCKS — CLIMATE — ISLANDS.

"Father of Lakes! thy waters bend
Beyond the eagle's utmost view,
When, throned in heaven, he sees thee send
Back to the sky its world of blue.

"Boundless and deep, the forests weave
Their twilight shade thy borders o'er,
And threatening cliffs, like giants, heave
Their rugged forms along thy shore."

LAKE SUPERIOR, the Mediterranean Sea of America, is the largest body of fresh water on the face of the globe. It is 627 feet above the level of the sea, 360 miles long, 160 wide, and its mean depth has been estimated at 900 feet, its elevation above Lakes Huron and Michigan 49 feet, and it is said that near two hundred rivers and creeks flow into it. The greater part of these rivers are not navigable, except by canoes, owing to their numerous falls and rapids.

More than two hundred years ago, before the emigrants of the "Mayflower" ever trod on New England soil, the French Jesuits of Canada had partially explored this great

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lake, and described the form of its shores, in their reports, as similar to that of a bended bow, the northern shore being the arc and the southern the cord, while Keweenaw Point, projecting from the southern shore to the middle of the lake, is the arrow. A description published by one of them in Paris, in 1638, is accompanied with a map, displaying the geographical positions of its shores with as much fidelity as most of those of the present day.

Almost the whole line of its shores is rock-bound; the rocks, in many places, rising to the height of from ten to two hundred feet. One of the earliest discoverers described the lake as "an ocean in a storm, sculptured in granite," so striking was the aspect of its bold rocks and towering mountains, torn, as it were, from their places by some mighty convulsion of nature. In some places, mountain masses of considerable elevation stretch along the shore, while mural precipices, and beetling crags, oppose themselves to the surges of this mighty lake, and threaten the unfortunate mariner, who may be caught in a storm on a lee shore, with almost inevitable destruction.

High ranges of hills stretch along the northern shores, commencing in Canada, and reaching to Minnesota. They arise from twelve hundred to thirteen hundred feet above the lake, covered with a sparse and stunted growth of pines, and other varieties of evergreens, mixed with the usual northern vegetation of birch, aspen, and other trees peculiar to this region, and presenting scenery unrivalled for its beauty. The shore is indented with numerous small bays and harbors. Some of these bays afford secure shelter from storms, as they are sometimes overhung by high walls of rock, rising from 300 to 600 feet above the water. Several towns have recently been laid out on the American shore, which extends about one hundred and fifty miles along the northwestern coast of the lake. From the re-

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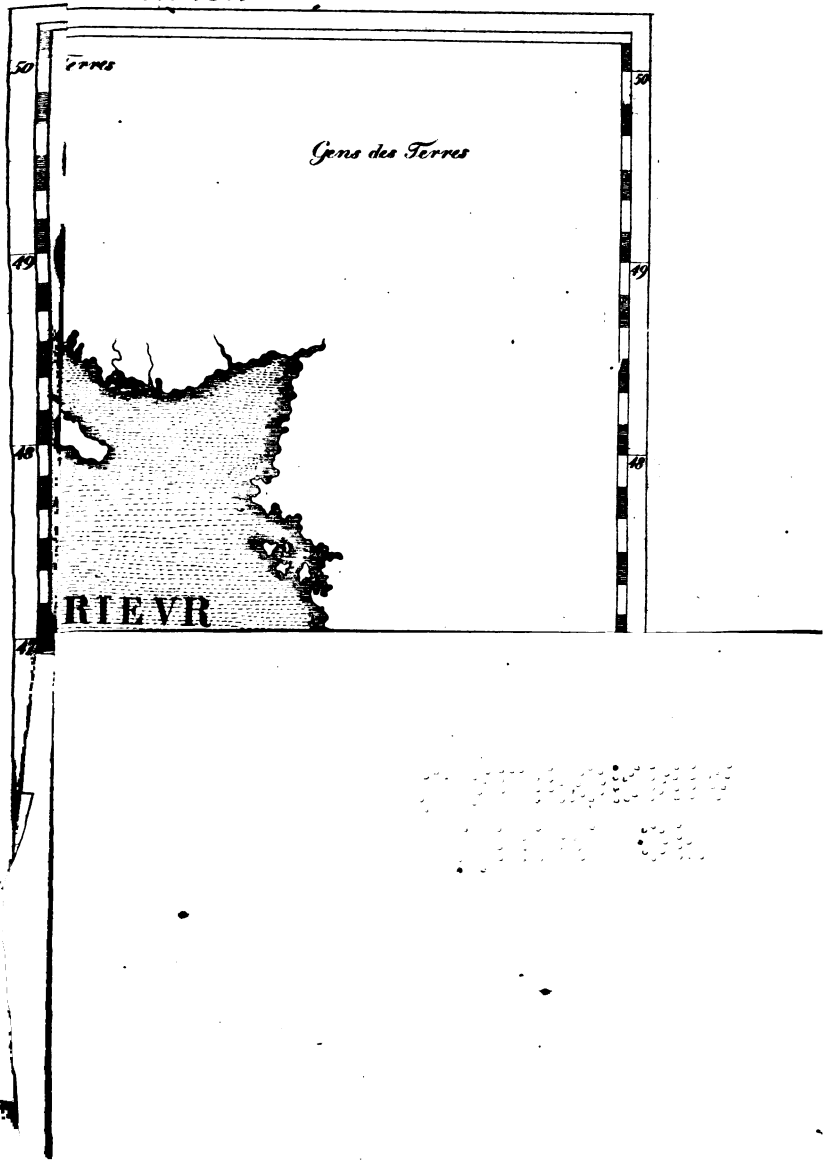
at Paris 1672



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ports of the settlers, and samples of their agricultural productions, it is inferred that its soil is capable of producing any of the productions of the Middle States. Already considerable quantities of lumber have been shipped to other lake ports from these new settlements. The "north shore" is also known to abound in vast deposits of valuable minerals.

In many parts, along the southern shore, the country is mountainous, the ridges rising, in some places, eight hundred feet above the lake, and covered with the original forest. Here the "Porcupine range" is seen, presenting varying outlines as you sail along the coast. Keweenaw Point is also covered with hills, but less lofty and picturesque than those already mentioned.

The eastern shores of the lake, between this point and its outlet at the St. Mary's river, are low, and covered with a dense forest. The "Pictured Rocks," on these shores, are a great curiosity. They form a perpendicular wall of over 300 feet in height, extending about ten miles. On their faces are to be seen numerous projections and indentations, with extensive caverns, which receive the waves with a tremendous roar. It needs but a bold stroke of the imagination to fancy we see mystic towers, columns, arches, Doric temples, and varied forms of architectural ruins; their majestic fronts rising from the clear water, presenting a display that may fairly challenge the world to surpass. Can we wonder that the untutored savage, as he passed these majestic rocks in his canoe, associated them in his mind as the residence of a "Mighty Manito?" In the beautiful legends lately published by Longfellow, we read of an Indian hero, when pursued by Hiawatha, flying for refuge

> "To the Pictured Rocks of sandstone,
> Looking over lake and landscape;

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And the Old Man of the Mountain,
He, the Manito of mountains,
Opened wide his rocky doorways,
Opened wide his deep abysses."

The rapid settlement of the States on its borders, and the completion of the ship canal at the Sault Ste. Marie, have awakened attention to these hitherto neglected and almost unknown regions. In fact, it was supposed that its climate was inhospitable, its soil barren and unfit for cultivation, and it was altogether unworthy of notice, saving on account of its valuable copper mines. The object of the author will be to prove that it has the finest and most salubrious climate in the United States, and now presents more attractions to the settler than any part of our extended domain.

A healthier region does not exist; here the common diseases of mankind are comparatively unknown. The lightness of the atmosphere has a most invigorating effect upon the spirits, and the breast of the invalid swells with new emotions when he inhales its healthy breezes, as they sweep across the lake. The subjoined observations were made by the Army Surgeons stationed at Fort Wilkins, Copper Harbor, in Lat. 47° 27′ N.

Mean Annual Temperature	41° 4′
Mean Temperature of the Summer	61° 4′
Mean Temperature of the Winter	21° 1′

Dr. Owen says:— "The health, even of the more marshy portions of this district, seems better than, from its appearance, one might expect. The long bracing winters of these northern latitudes exclude many of the diseases which, under the prolonged heat of a more southern climate, the miasm of the swamp engenders. At the Pembina settlement (in latitude 49°), owned by the Hudson's

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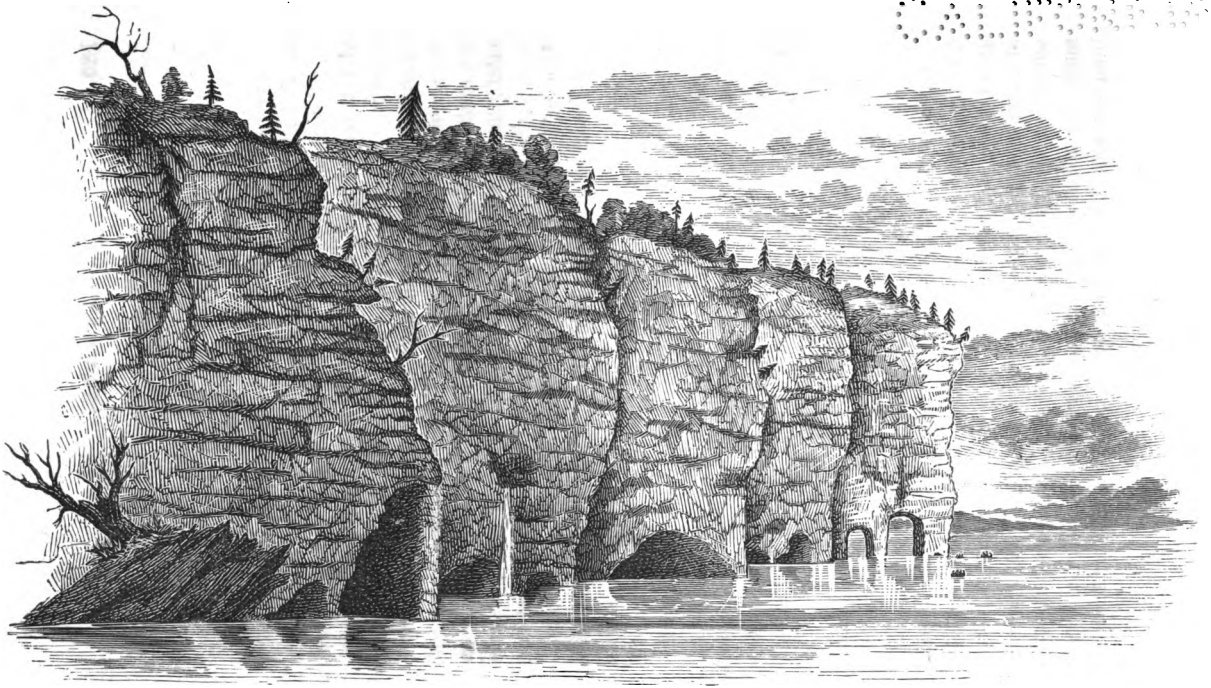

PICTURED ROCKS.

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Bay Company, to a population of five thousand, there was but a single physician, and he told me, that without an additional salary allowed him by the Company, the diseases of the settlement would not afford him a living."

None of the American Lakes can compare with Lake Superior in healthfulness of climate during the summer months, and there is no place so well calculated to restore the health of an invalid, who has suffered from the depressing miasms of the fever-breeding soil of the South-western States. This opinion is fast gaining ground among medical men, who are now recommending to their patients the healthful climate of this favored lake, in preference to sending them to die in enervating southern latitudes.

The waters of this vast inland sea, covering an area of over 32,000 miles, exercise a powerful influence in modifying the two extremes of heat and cold. The uniformity of temperature thus produced is highly favorable to animal and vegetable life. *The most delicate fruits and plants are raised without injury*, while four or five degrees further south they are destroyed by the early frosts. It is a singular fact, that Lake Superior never freezes in the middle; and, along the shores, the ice seldom extends out more than fifteen to eighteen miles. The temperature of its waters rarely, if ever, change, and are almost always at 40° Fahrenheit — the maximum density of water. In midsummer its climate is delightful beyond comparison, while, at the same time, the air is softly bracing. The winds are variable, and rarely continue for more than two or three days in the same quarter.

In my opinion, there is nqthing relating to Lake Superior more misrepresented, and less understood, than its winters, the very mention of which, a few years ago, and even at the present time, in the Atlantic States, conveys almost a sensation of misery—but how far from the reality?

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Instead of snow, sleet, rain, and fog, alternating with very little sunshine, what do we find? The winter season is said to be, by the oldest residents, the most agreeable part of the year, with plenty of clear blue sky, fine bracing atmosphere, and very little rain from the month of November until April. Besides, coughs, colds, and diseases of the lungs are comparatively unknown here, and this alone should recommend the climate of Lake Superior.

'Tis true, snow falls to a considerable depth, making the roads level, and filling up all their inequalities; and, so far from being an inconvenience, adds greatly to the comfort and happiness of all. This is the season for hilarity and social enjoyment; its lengthened eve is full of fireside joys. In this region, less snow falls than in either the New England States or northern part of New York. The testimony of the oldest fur-traders, long accustomed to this climate, proves the truth of these assertions.

The Hon. Henry M. Rice, the present delegate from Minnesota Territory, in a letter dated June 3d, 1854, says: "For several years, I had trading-posts extending from Lake Superior to the Red River of the North, from 46° to 49° north latitude, and never found the snow so deep as to prevent supplies being transported from one post to another with horses. Between the 45th and 49th degrees north latitude, the snow does not fall so deep as it does between the 40th and 45th degrees; this is easily accounted for, upon the same principle that, in the fall, they have frosts much earlier near the 40th than they do near the 45th degree. Voyageurs traverse the territory from Lake Superior to the Missouri the entire winter with horses and sleighs, having to make their own roads, and yet with heavy loads are not detained by snow. I have also gone from the head waters of the Mississippi to the waters of the Hudson Bay, on foot, and without snow shoes. I spent

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one entire winter travelling through that region, and never found the snow over eighteen inches deep, and seldom over nine inches. One winter, north of 47° north latitude, I wintered about sixty head of horses and cattle, without giving them food of any kind, except such as they could procure themselves under the snow. Owing to its altitude, the atmosphere is dry beyond belief, which accounts for the absence of frosts in the fall, and for the small quantity of snow that falls in a country so far north."

There are but few islands in Lake Superior. The largest of them is Isle Royale, in the western part. Some of the best harbors on the lake are on its shores, but, as yet, they are rarely visited. Its sides are covered with forest. In winter, the ice has been known to extend from the Canadian shore to this island, a distance of twenty miles. Isle Royale is celebrated for its copper mines, the most important of which are to be found on its northern shores; but, at present, the explorations have been too limited to form a just impression of their value and extent. It is also celebrated for its valuable fisheries, and exports several thousand barrels to the Eastern markets.

Between Isle Royale and the main land are two large islands, of which, however, little is known; in the northern part of the lake are four more. The most interesting group of islands is the Apostles' Isles, a cluster of considerable importance, embraced within an area of four hundred square miles. Madeline is the largest, being thirteen miles long, and with an average breadth of two miles. Its surface is level, and the soil rich and fertile. This island is situated about three miles from the Wisconsin coast, forming one of the best natural harbors on the lake. Its climate is justly celebrated. Tempered, as well in summer as in winter, by the vast expanse of water that surrounds it, and which, except at the immediate surface, is

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almost always at 40° Fahrenheit, its climate is milder, at once, and more equable, than any part of Wisconsin, whether it be on the main land of Lake Superior, or further south, on the Mississippi.[1]

Though Madeline Island contains some fifteen thousand acres of valuable arable land, and a population of over three hundred souls, but two or three hundred acres are under cultivation. *Any one who supposes this region is too far north to raise good fruit and vegetables, should ramble through some of its gardens, in the month of August or September, and see for himself the fine thrifty vegetables, ripe currants, etc., besides apple trees and grape vines laden with fruit.*

Bear Island and Esquagendeg are the next largest islands of this group, and are each about four miles long by two and a half wide. They are principally covered with a thick growth of evergreens along the shores, while the rest of their surface is covered with cedar, hemlock, birch, aspen, and pine, with occasional natural meadows. The waters around them teem with the finest fish. We believe that these islands have been, within the last two years, claimed by settlers.

Grand Island, extensive and rock-bound, lies in the southern part of the lake, two miles from the Michigan shore, and forms a most excellent harbor. The remaining islands of Lake Superior are near its outlet, including the island of Michipicoten, which is one-third as large as Isle Royale, and believed to abound in copper.

Lake Superior is subject to as violent storms as the Atlantic, rendering the navigation at times, and particularly late in the fall and winter, exceedingly dangerous. Owing to the lofty crags which surround it, the winds sweeping over the lake impinge upon its surface so abruptly as to

[1] Owen's Geological Report.

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raise a peculiarly deep and combing sea, which is exceedingly dangerous to boats and small craft.[1] During the months of June, July, and August, the navigation is perfectly safe. Its blue, cold, and transparent waters, undisturbed by tides, are, during these months, as motionless and glassy as those of any small secluded lake, reflecting, with perfect truth of form and color, the inverted landscape that slopes down to its smooth, sandy beach. The mirage on this lake is truly wonderful. It is not uncommon to see islands far in the distance, which gradually disappear as they are approached. In some of the bays, the water is so clear that a diver could pick up a small silver coin at a depth of over thirty feet, and the whole of the lower part of the vessel can be distinctly seen.

[1] Dr. Jackson's Report.

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CHAPTER II.

MINERAL RESOURCES — COPPER, SILVER, AND IRON — CHARACTER OF THE SOIL — FISHERIES — COMMERCE — SAULT STE. MARIE CANAL — GENERAL REMARKS.

THE earliest visitors to Lake Superior were, no doubt, well acquainted with its rich deposits of copper ore. More than one of their published descriptions mention it. Charlevoix states that "such was its purity, that one of the monks, who had been bred a goldsmith, made from it several sacramental articles."

"The savages," he says, "on account of the quantity of fish furnished by Lake Superior, and of the respect inspired by its vast extent, have made it a sort of divinity, and offer to it sacrifices in their manner." He thinks, nevertheless, it is rather to the genius of the lake, than to the lake itself, that they address their prayers. "If one may believe them," says he, "the origin of the lake has something divine in it. It was formed, they imagine, by Michabou, the god of waters, in order to supply them with beaver. In the strait by which it is discharged into Lake Huron, there is a rapid, caused by great rocks, called Sault Ste. Marie. These rocks, according to the Indians, are the remains of a causeway which God had built, to hold the waters of the river and those of Lake Alimepegon, which filled this great lake.

"In places on its borders, and about some of its islands, we found large pieces of copper, which are yet the object

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of the superstitious adoration of the savages. They regard them with veneration, as a present from the gods who inhabit the waters. They collect the smallest fragments of it, and preserve them with care, but make no use of them. They say that formerly they have seen a large rock, all of the same mineral, raised much above the water, and, as it is not now to be seen, they say that the gods have removed it somewhere else. But there is reason to suppose that, in the lapse of time, the waves of the lake have covered it with sand and ooze; and it is certain that we discovered, in many places, a large quantity of this metal, without even being obliged to dig much.

"On my first voyage to this country, I knew a brother of our order who was a goldsmith by trade, who, while on his mission at Sault Ste. Marie, had gone in search of it, and had made chandeliers, crosses, and censers of it; for the copper is often almost wholly pure."

Claude Allonez, a Jesuit missionary, and one of the earliest explorers of the lake, says: "The savages respect this lake as a divinity, and make sacrifices to it, on account, perhaps, of its magnitude, or for its goodness in furnishing them with fishes, which nourish all these people, where there is but little game. There are often found, beneath the water, pieces of copper, well formed, and of the weight of ten and twenty pounds. I have seen them many times in the hands of the savages; and, as they are superstitious, they keep them as so many divinities, or as presents from the gods beneath the water, who have given them as pledges of good fortune. On that account, they keep the pieces of copper enveloped among their most precious furniture. There are some who have preserved them for more than fifty years, and others who have had them in their families from time immemorial, and cherish them as household gods."

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Messrs. Foster and Whitney, in their interesting geological report to Congress, on the mineral district of Lake Superior, in 1850–51, remark: "That this region was resorted to by a barbaric race for the purpose of procuring copper, long before it became known to the white man, is evident from numerous memorials scattered throughout its entire extent. Whether these ancient miners belonged to the race who built the mounds found so abundantly on the Upper Mississippi and its affluents, or were the progenitors of the Indians now inhabiting the country, is a matter of conjecture.

"When all of the facts shall have been collected, the question may be satisfactorily determined. The evidence of the early mining consists in the existence of numerous excavations in the solid rock; of heaps of rubble and earth along the courses of the veins; of the remains of copper utensils, fashioned into the form of knives and chisels; of stone hammers, some of which are of immense size and weight; of wooden bowls, for bailing water from the mines; and numerous levers of wood, used in raising the mass copper to the surface.

"The high antiquity of this rude mining is inferred from the fact, that the existing race of Indians have no traditions by what people, or at what period, it was done. The places, even, were unknown to the oldest of the band until pointed out by the white man. It is inferred from the character of the trees growing upon the piles of rubbish — between which and those forming the surrounding forest no perceptible difference can be detected; from the mouldering state of the wooden billets and levers; and from the nature of the materials with which these excavations are filled, consisting of fine clay, enveloping half-decayed leaves, and the bones of the bear, the deer, and caribou. This filling

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up resulted, not from the action of temporary streamlets, but from the slow accumulations of years.

"These evidences are observed on this location for a distance of two and a half miles. Upon a mound of earth we saw a pine stump, broken fifteen feet from the ground, ten feet in circumference, which must have grown, flourished, and died, since the earth in which it had taken root was thrown out. Mr. Knapp counted three hundred and ninety-five annular rings on a hemlock, growing under similar circumstances, which he felled near one of his shafts. Thus it would appear that these explorations were made before Columbus started on his voyage of discovery.

"The amount of ancient hammers found in this vicinity exceeded ten cart-loads, and Mr. K., with little reverence for the past, employed a portion of them in walling up a spring. They are made of greenstone or porphyry pebbles, with a groove, single or double, cut around, by which a withe was attached.

"Mr. Wm. H. Stevens, the agent of the Forrest Mine, has discovered other workings on the southwest quarter of section 30, township 50, range 39, almost of equal extent and interest. They occur on the southern slope of a hill, and consist of a series of pits, some of which, on being opened, are found to be fourteen feet deep. They are arranged in four lines, following the courses of four veins or feeders.

"In cleaning out one of these pits, at the depth of ten feet, the workmen came across a fragment of a wooden bowl, which, from the splintry pieces of rock and gravel imbedded in its rim, must have been employed in bailing water.

"From the northeast quarter of section 31, township 51, range 37, to section 5, township 49, range 40, a distance of nearly thirty miles, there is almost a continuous line of

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ancient pits along the middle range of trap, though they are not exclusively confined to it.

"Upon Keweenaw Point they have been found extending from Eagle river eastward to range 28, a distance of twelve miles, along the base of the trap range."

It is evident that these early miners were not more advanced towards civilization than the Indians generally, because the mining and other implements found in these ancient excavations, are precisely similar to those which are known to have been in use among the tribes of the Atlantic coast. The stone hammers, made of oval pebbles, grooved about the middle for withes, which formed the handles, were the native instruments for breaking out pieces of copper on Lake Superior, and for breaking the hard rocks of Moosehead Lake, for the arrow and spear-heads of the Eastern Indians. Such hammers, together with half-finished stone scalping-knives, have been found both at Ontonagon and at Eagle River. The Indian miner also assisted the operation of breaking the rocks by kindling fires upon them; and hence the origin of the charred brands and coal that have been found around the battered and beaten projections of copper.

The first Englishman that ever visited the copper region was Alexander Henry, who remained several years there, exploring for minerals. We extract from his journal the following account of his discoveries:

"On the 19th of August, 1765, we reached the mouth of the Ontonagon river, one of the largest on the south side of the lake. At the mouth was an Indian village, and, three leagues above, a fall, at the foot of which sturgeon, at this season, were obtained so abundant that a month's subsistence for a regiment could have been taken in a few hours. But I found this river chiefly remarkable for the

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abundance of virgin copper which is on its banks and in its neighborhood.

"On my way back to Michilimackinaw, I encamped a second time at the mouth of the Ontonagon river, and now took the opportunity of going ten miles up the river with Indian guides. The object for which I most expressly went, and to which I had the satisfaction of being led, was a mass of copper, of the weight, according to my estimate, of no less than five tons. Such was its pure and malleable state, that, with an axe, I was able to cut off a portion weighing a hundred pounds. On viewing the surrounding surface, I conjectured that the mass, at some period or other, had rolled down the side of a lofty hill which rises at its back."[1]

The first copper mining company on Lake Superior was organized by this enterprising explorer. In 1770, Messrs. Baxter, Bostwick, and Henry, built a barge at Pointe aux Pius, and laid the keel of a sloop of forty tons. They were in search of gold and silver, and expected to make their fortunes. The other partners, in England, were "His Royal Highness, the Duke of Gloucester; Mr. Secretary Townshend; Sir Samuel Tuchet, Bart.; Mr. Baxter, Consul of the Empress of Russia, and Mr. Cruikshank; in America, Sir William Johnson, Bart., Mr. Bostwick, Mr. Baxter, and myself. A charter had been petitioned for and obtained; but owing to our ill success, it was never taken from the seal office." The sloop and other effects of the Company, were sold by Mr. Baxter to pay its debts. The American Revolution shortly after com-

[1] In 1820, Schoolcraft, who accompanied General Cass on his expedition to the Mississippi, mentions this rock in his journal, "as one of the largest and most remarkable bodies of native copper on the globe." A few years later it was removed to Washington, where it may now be seen lying on the ground, near the War Department.

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menced, and the mineral resources of the lakes were forgotten.

The celebrated Captain Jonathan Carver, who visited these regions about the year 1769, in his observations on the copper mines of Lake Superior, says: — "It might, in future times, be made a very advantageous trade, as the metal, which costs nothing on the spot, and requires but little expense to get it on board, could be conveyed in boats and canoes through the Falls of St. Mary, to the Isle of St. Joseph, which lies at the bottom of the strait, near the entrance of Lake Huron; from thence it might be put on board larger vessels, and in them be transported across that lake to the Falls of Niagara; then being carried by land across the portage, it might be conveyed without much more obstruction to Quebec. The cheapness and ease with which any quantity of it may be procured, will make up for the length of way that is necessary to transport it before it reaches the sea coast, and enable the proprietors to send it to foreign markets on as good terms as it can be exported from other countries."

Samuel Preston, in a letter dated Stockport, Pa., May 1st, 1820, says: — "Dr. Franklin told me that when he was drawing the treaty of peace with England in the city of Paris, he had access to the journals and charts of a corps of French engineers, that had sloops and were exploring Lake Superior when Quebec fell to the British, from which chart he drew the line through Lake Superior to include the most and the best of the copper to the United States; and the time would come, when drawing that line would be considered the greatest service he ever rendered his country. The facilities of transportation would be well improved so as to export that copper ore to Europe cheaper than they raised it from their own mines."

The experiment of sending ships loaded with native

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copper from Lake Superior has never yet been tried. There can be no doubt of its success. Ships have cleared from Chicago loaded with grain for Liverpool, which brought high prices on arrival. The distance from the mines of the lake is somewhat less to the ocean than from Chicago, A great part of the copper in some of these mines is found nearly pure, and taken out in masses of from one to ten tons in weight. Several years ago, a block of copper from Lake Superior was sent to London as a specimen; the geologists there could not be convinced, at first, but that it was a Yankee trick—they had never heard of copper being found in such a pure state, and supposed the block had been cast for the purpose of exhibition. The writer passed through the Sault St°. Marie Canal, on the propeller Manhattan, in July, 1856, with a cargo of about two hundred tons of nearly pure copper. A large part of it was in masses of from two to six tons weight; there were also many barrels containing virgin copper in small lumps, from six to eight hundred pounds to the barrel. This cargo was consigned to Detroit and Cleveland.

The first definite information in regard to the mineral resources of Lake Superior, was published in 1841, by Dr. Douglas Houghton, Geologist to the State of Michigan; and his report did more than anything else to awaken public interest in this region. In 1843, the Chippewas ceded their lands, extending from the Chocolate to the Montreal river, and southerly as far as the boundary of Wisconsin, to the United States. Upon the ratification of the treaty numerous settlers arrived, among them several miners from Wisconsin, who selected large tracts of land, including many of those now occupied by the best mines of the country. In the summer of 1844, the first mining operations were commenced, and many masses of native copper, some of which contained silver, and were of large size, were dis-

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covered. These facts were reported in the Eastern cities with great exaggerations, and a great excitement, or "copper fever," ensued; and, in 1845, the shores of Keweenaw Point were whitened with the tents of speculators and so-called geologists.

In 1846, the excitement had reached its climax; the speculations in stocks were continued as long as it was possible to find a purchaser, and a serious injury was inflicted on the mining interests of the country by the unprincipled attempts to palm off worthless land as containing valuable veins. But every such mania must have an end, and in 1847 the bubble had burst, many were ruined, and the country was almost deserted. Out of all the companies which had been formed, not more than half a dozen were actually engaged in mining.

Since this period, public attention has been again drawn toward the Superior country. Its mineral lands have been partly surveyed, and much information obtained relating to localities where the ores of copper, iron and silver abound. A considerable number of mining companies have been organized, and some of them are in successful operation. The time has now arrived when public opinion is convinced of the value of mineral productions; and it is understood that good working mines are sure to command and reward the energies of capitalists and miners, since it is proved that mining is liable to no greater risks of failure than ordinary mercantile enterprises, provided due precaution be exercised by the adventurers in the selection of their mines, and in working them to advantage.

As it is desirable to give as full an account as possible of the vast mineral wealth of Lake Superior, we shall embody in this chapter the statements of Dr. Charles T. Jackson, late U. S. Geologist and Chemist, as given in his report

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to Government, and which must be received as high authority:

"On approaching the Sault Ste. Marie by the St. Mary's river, the geologist has an opportunity of discovering the age of the sandstone strata, by observing that the limestone of St. Joseph's island, and of the other numerous isles in that river, are rocks of the Devonian group, and contain the characteristic fossils by which that rock is determined to be the equivalent of those of Eifel.

"It is obvious, then, that the red and gray sandstone of Lake Superior are above Devonian rocks, and, therefore, cannot be older than the coal formation; while, from their lithological character, they appear to belong to the Permean system of Verneuil and Murchison. Above the Sault we see these red and gray sandstones dipping at a gentle angle into the lake, showing that they do in fact dip directly opposite to the direction that would be required to make them dip beneath the limestone on St. Mary's river.

"Following the coast to l'Anse, or Keweenaw Bay, we find, on the south side of that bay, large beds of slate rocks, some of which are good novaculite or whetstone slate. On the northern side of the bay we find a long series of cliffs of red sandstone perfectly horizontal, or, at most, wavy, extending all the way to Bête Gris. This sandstone, as before observed at Sturgeon river, surrounds a mass of Silurian limestone, containing shells, known as the *Pentamerus oblongus*, one of which I discovered in a piece of the limestone brought to me by one of my assistants in 1848.

"Doubling the cape, we soon pass Horseshoe Cove and reach Copper Harbor, the site of Fort Wilkins, and one of the first places where copper ore was noticed by the French Jesuits, since whose time it has ever been known

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to the voyageurs on the lake under the name of the green rock.

"While constructing the fort at Copper Harbor, numerous boulders of black oxide of copper, a very rare ore of that metal, were discovered; and before long a vein of this valuable ore was discovered in the conglomerate rocks, near the pickets which enclose the parade ground. This was found to be a continuation of the vein called the *green rock* at Hayes' Point, and was immediately opened by the Boston and Pittsburg Mining Company. Unfortunately, however, the vein was soon cut off, as I had ventured to predict it would be, by a heavy stratum of fine-grained red sandstone, which is not cupriferous. There the vein was found to consist wholly of calcareous spar, and of earthy minerals of no economical value.

"The miners were then transferred to the cliff, near Eagle river, where I had surveyed a valuable vein of native copper, mixed with silver. This vein has since been fully proved, and is one of the wonders of the world, there being solid masses of pure copper in the vein of more than one hundred tons weight each, besides masses of smaller size in other parts of the vein. This mine has produced about 900 tons of copper per annum, and is one of the most valuable copper mines in the country. It is a regular metallic vein, in amygdaloidal trap-rock, which underlies the compact trap-rock that caps the hill. The spot is one of the finest locations for mining purposes that I have seen, the vein being exposed in the face of a cliff 300 feet above the level of the southwest branch of Eagle river. This vein, when first discovered, was far from disclosing its real value. A perpendicular vein of prehnite, six inches wide at the top of the cliff, was observed to contain a few particles of copper and silver, not amounting to more than two per cent of the mass. About half way down the cliff

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this vein of prehnite was found to be a foot and a half wide, and contained five and a half per cent. of copper, and some silver. It was thought worth while to drive a level into the lower part of the cliff, where, according to the rate of widening of the vein, it ought to be from two to three feet wide. This was done at my suggestion, and a magnificent lode of copper was disclosed; many lumps of solid copper of several hundred weight being found mixed with the vein-stone. On sinking a shaft at this point the solid metallic copper was soon found to occupy nearly the whole width of the chasm, and immense blocks of copper are now taken from this vein by the miners, who are working levels 300 or more feet below the mouth of the shaft. Large quantities of lumps of copper, called barrel ore, and rock rich in smaller pieces of copper, mixed with silver, are now raised, this last being called stamp ore, and worked by stamping and washing the ore. From this stamp work about five thousand dollars' worth of pure silver is picked out by hand, and much is still left among the finer particles of metal, and goes into the melted copper."

To get out these huge masses of copper, a place is sought in the shaft where a hole may be bored into the rock, and a heavy blast is fired. This starts the copper from the wall of rocks, and sometimes removes it entirely. It is then cut up by means of steel chisels, driven by blows of a heavy sledge-hammer — one man holding the chisel, while the other strikes with the sledge; a groove is morticed out across the mass of copper, and then a series of ribbons of it, about a quarter of an inch in thickness, are cut out, until the channel thus morticed divides the mass. The copper is perfectly malleable and ductile, and is very tough. The masses of solid copper are very pure, and ought to yield more than ninety per cent. of refined metal. Such are the facilities of transportation presented

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by the Lake steamboats and propellers, that it requires but three or four days, generally, from the time these masses see the light, to deliver them at the smelting works of Chicago, Detroit, or Cleveland.

"There are other valuable copper mines on Eagle river. The North American Company, which has one end of the cliff vein, called the south cliff mine, and another, on which their mining operations commenced some years ago, is at present in successful operation, and will add much to the exports of copper from the lake.

"The Lake Superior Copper Company, which was the first that engaged in these mining operations, that gave value to this district, opened its first mines on Eagle river in 1844. Under the very unfavorable state of things which then existed in the savage and uncivilized state of the country, and after two or three years' labor, they very unfortunately sold their mines, at the precise moment when they were upon the vein that now has proved to be so very rich in copper and silver. The Phœnix Copper Company, formed of the remains of the Lake Superior Company, opened these mines anew, and now these give ample encouragement to the new adventurers, who will doubtless reap their reward in valuable returns for their labor and enterprise."

At this mine, shaft number two, passing into the western side of the vein, was very rich in copper and silver at the surface, and impoverished as it left it in descending. After working downward for a time, through barren rock, the miners sent off a level toward the river, with the intention of striking the vein under the stream; but, to their great surprise, opened into a deep and wide ravine or ancient channel of the river, filled with great masses of copper, lumps of copper and silver mixed, small globules of pure silver—all rounded and worn by the action of running

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water, and mixed with sand, gravel, and pebbles. A single mass of silver was obtained from this ravine which weighed more than six pounds, and was worth one hundred and thirty dollars.[1] That lump of silver is now in the cabinet of the United States Mint, at Philadelphia. Masses of copper were also found weighing a thousand pounds. These were exported to France.[2]

"The Copper Falls Mine, another branch of the Lake Superior Company, is also engaged in working valuable veins of native copper and silver, and has sent some of their metals to market.

"The Northwest Company has a valuable mine a few miles from Eagle Harbor, and the metal raised therefrom is very rich and abundant, some of it being mixed with sprigs and particles of metallic silver. This mine, if opened with due skill, and in as bold a manner as that of the Boston and Pittsburg Company, at the cliff, cannot fail to prove of great value.

"The rocks which contain native copper, on Keweenaw Point, are of that kind called amygdaloidal trap, which is a vesicular rock, formed by the interfusion of sandstone and trap rock, and is the product of the combination of the two gaseous bubbles, or aqueous vapors, which have blown it into a sort of scoria at the time of its formation. It is in this rock that we find the copper-bearing prehnite, and other vein-stones peculiar to the copper lodes.

"The northern or British shore of Lake Superior has, as yet, been but little explored, either geologically or for minerals. One mine of blende, or sulphuret of zinc, richly mixed with spangles of native silver, and a vein of sulphuret of copper, have been discovered at Prince's Bay,

[1] In 1856, a mass of pure silver was discovered in one of these mines, worth $1040.

[2] Foster and Whitney's Report.

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on the north shore, not far from Isle Royale. I know not what progress has been made in developing the ores of this mine, but at the time when I examined it, in 1847, it gave promise of rich returns. As a general thing, the copper on the northern shore is mineralized by sulphur, and occurs as yellow copper pyrites, or as gray or black sulphurets of copper, while the copper on the south shore, and on Isle Royale, is mostly in the metallic state, and all the valuable working mines are there opened for the native metal. This is a remarkable reversion of the usual laws of mineral veins, and was first discovered and pointed out by myself; and the first mines for native copper were opened by my advice, and in accordance with my surveys, in 1844, as before stated. This remarkable region has certainly surprised both geologists and miners by its wonderful lodes of native copper, and by the lumps of pure silver which have been opened and brought to light by enterprising companies and skilful engineers.

"One of the most remarkable associations of metals is here observed in the intermixture of pure silver with pure copper, the two metals being perfectly united without any alloying of one with the other.[1] This singular condition of these two metals has puzzled chemists and mineralogists; and the solution of the problem of their mode of deposition in the veins is still undiscovered. It is obvious, from experiment, and from all we know of the affinities of metals for each other, that the native copper was not injected in a molten state into the veins. Although I have discovered the manner in which the copper veins were probably formed, I am far from having learned that of the silver, for we know of no volatile salt, or combination of that metal.

[1] The author was presented with a lump, weighing over *six ounces*, of the same description mentioned by Dr. Jackson. On removing the copper its weight was found to be *four ounces*.

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"The rocks known to belong to the cupriferous formation of Lake Superior are all of igneous formation, or have been thrown up from the unknown interior of the globe in a molten state, and in long rents, having a somewhat crescentic shape, with the curve toward the north and west; the radius of the arc not being far from thirty miles in length on Keweenaw Point. The average width of this belt is not more than five miles, while its length is not less than two hundred miles. The Keweenaw belt of trap runs by the Ontonagon river, narrowing to only a mile in width in some parts of its course, and then widening rapidly as it extends into Wisconsin.

"On the Ontonagon river it is about four miles wide; and it is here highly cupriferous, several important veins, now wrought by mining companies, having been discovered by the miners in their employ on this river and in its vicinity. The Minnesota Mine has been, thus far, the most successful of those opened upon this part of the trap range. It is remarked by all the geologists and miners who have examined these rocks, that the copper ore lies in the amygdaloidal variety of them, and that the veins of native copper are pinched out into narrow sheets in the harder trap rock which overlies the amygdaloid. This fact was first noticed by Mr. Alger and myself in the geological survey of Nova Scotia, made by us in 1827, and the private geological surveys which I made on Keweenaw Point, in 1844 and 1845, proved it to be true also in that region; so that it is a law now well known to the miner upon the Lake Superior land district. It was discovered, also, that the copper dies out in the veins when they cut through sandstone rocks."

The following description of recent discoveries of immense masses of copper is taken from the Lake Superior Miner of February 28, 1857:

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"The most astonishing developments have recently been made at the Minnesota mines. It would seem that wonders were never to cease on that location. Geological dogmatists were somewhat surprised when they began to take copper in large masses from the south lode of the Minnesota, and from the National mines. It was against the rule which they had established in relation to veins, because a vein proper must cut the formation, and could not, as they declared, lie between two kinds of rocks so completely dissimilar as trap and conglomerate. The subsequent works on the Minnesota have proved this vein to be one of the most valuable in mineral of any yet discovered upon the globe.

"Another peculiar feature among the phenomena of this lode has been discovered by the late openings. They are finding immense masses of copper *in the conglomerate* under the vein. A few days since, when we were in the mine, this was shown in the most marked manner at several points. In the twenty-fathom level, east of No. 5 shaft, south lode, the regular sheet copper had been taken from the foot wall, and the yield at this point had been very great. The masses were from twelve to eighteen inches thick. Strings of copper were cut off that seemed to branch into the conglomerate. These were followed, and led immediately to very large masses, some of which were of the thickest copper ever before taken from the mine. One piece, which was cut up, presented a face of bright copper cut by the chisel, *three feet and nine inches* in thickness. It was so thick that it could not be handled in the mine without again dividing longitudinally, *or splitting*, as they call it. Thus the mass showed two flat surfaces, at right angles with each other, of bright copper cut by the chisel.

"This point in the mine has been extremely productive.

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Some two hundred tons of large masses have been taken out of the conglomerate under the lode, besides the enormous yield of the vein itself overlying it. In one place the copper extended into the conglomerate as far as *sixteen feet* south of the foot wall.

"An occurrence of copper in all respects similar is found to the west of No. 5, under the adit level. Besides the masses in the regular vein, which was also extremely rich at this point, they had taken only forty or fifty tons out of the conglomerate. The foot wall was perfect, as in the other case, and the strings leading into the conglomerate were quite small, and very slightly attached. But by trifling labor they uncovered a series of masses going up and down, with an eastward inclination, for the height of seventy or eighty feet, and going out of sight both above and below. It was at once apparent that they had something very valuable, but they had no conception of the immense mass which a few days' work disclosed. At one convenient point they broke away behind the copper, so as to get in a sand-blast of five or six kegs of powder. They then stripped the mass further, and fired again without result. Again they fired nine kegs, and the mass remained unmoved. Breaking the rock around for a considerable distance, eighteen kegs were shot off without effect; and again twenty-two kegs, and the copper entirely undisturbed at any point. After further clearing, twenty-five kegs were shot off under the copper, and it was thought with some effect. But a final blast of thirty kegs, or 750 pounds, was securely stamped beneath the mass and fired. As soon as the hot air and powder-smoke had time to clear away, a mass of copper, some forty-five feet in height, and from three to five feet in thickness, apparently very pure, and which will probably weigh three hundred tons, had

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been shot out, and was ready for cutting up.[1] The blast had torn the immense body from its bed, without exhibiting a sign of bending or cracking it in any place, so great was its thickness and strength. It was torn off from other masses, which still remain in the solid rock.

"About one hundred feet to the east of this is another large mass, which several parties are exposing, and from present appearances it may even exceed in size the last-named one.

"These are near the point of the great *counter lode*, of which we have spoken heretofore, from which 300 to 400 tons of copper have been taken; and the ground in the vicinity has unquestionably yielded the greatest amount of mineral ever taken from the earth in the same space. Its occurrence has been in three distinct forms:—1. In the counter just named; 2. In the regular vein; and, 3. In the conglomerate rock under the vein.

"At the No. 2 shaft they are sinking below the sixty-fathom level, and experience great difficulty in getting through the copper which they encounter. It was feared that they would be compelled to turn the shaft entirely out of the vein to enable them to sink.

"But little heavy copper has hitherto been taken from the eastern part of their workings. This has been mainly owing to the want of power for clearing the mine of water

[1] It will probably require one year or more to cut up this immense piece of copper. Eight masses were taken off in April, weighing, in the aggregate, 50,601 lbs., to which should be added 13 bbls. copper chips, 7310 lbs., giving a grand aggregate of nearly 29 tons. The total amount taken from it in every form, up to the month of May, is 70 tons and 592 lbs. The product of the Minnesota Mine for April, 1857, was 370,540 lbs., or 185 tons and 550 lbs. This is probably the largest amount ever taken from one mine in the world in a similar period. The price of copper ranges at about twenty-five cents per pound at the mines.

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and dirt. The new engine at No. 6 shaft has been in operation for some five weeks. It is the most powerful machine on the location, works admirably, and is doing a splendid duty. It has already made room for twenty-five or thirty miners in that part of the ground. Masses of thirty to forty tons weight are now uncovered in the back of 30, near No. 6, the most eastern shaft. A mass was also found in the back part of 40, near the same shaft. In the 60, west of No. 3, drifting has been made a little over a hundred feet, disclosing excellent ground. Connection has also been made between Nos. 2 and 3, distant some two hundred and thirty feet, showing several important masses.

"This is a rapid summary of the new things to be seen under ground at the Minnesota mines. With a thousand tons of copper in sight, a considerable part of which is thrown down, with their abundant openings and ample machinery, what do you think, reader, will be the product of the Minnesota mines for the coming year? *We opine* that the most sanguine expectations hitherto formed will be exceeded."

The gross product of the Minnesota mine for the past year has been within a fraction of 1860 tons of mineral.[1] The market value of this product, including nearly $1000 worth of silver, was about $702,000, and the entire expenditures of the year, in round numbers, $337,000, leaving a balance of $345,000 net earnings.

This dividend[2] will make the aggregate sum of six hundred and eighty thousand dollars (being more than *ten times* the whole amount of capital paid in), divided among

[1] From the Report for the year 1856.

[2] A dividend of $300,000, or 30 per cent. on the capital stock, is here alluded to.

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the stockholders from the net earnings of this mine for the past five years, viz:

For 1852,	$10	on 3000	shares	.....	$30,000
" 1853,	20	"	"	.....	60,000
" 1854,	30	"	"	.....	90,000
" 1855,	10	20,000	"	.....	200,000
" 1856,	15	"	"	.....	300,000
					$680,000

a result which cannot but be considered highly satisfactory.

The amount of copper raised from the mines of Lake Superior, during the year 1856, has not been ascertained, nor can it be exactly estimated. Many of the mines allow their stamp stuff to accumulate through the winter, undressed, being satisfied that the delay of preparation for market is more than compensated by the saving of fuel, and by devoting the same amount of labor to the opening and working of the mines in warmer weather. The figures below are partially estimated, but are probably less than the truth. The following tables are digests, with slight corrections, from more elaborate ones prepared for the Lake Superior Miner, by Mr. Brunschweiler, of Ontonagon, and by Captain Paull, of the North American Mine, and from official statements.

SHIPMENT OF ROUGH COPPER IN TONS, FOR 1856.

From Ontonagon.

	Mass.	Brl. and Stamp.	Total.
Adventure	27	118	145
Atzec	15	40½	55½
Douglas Houghton	½	8½	9
Evergreen	4½	15	19½
Flint Steel River	—	2	2
Amount carried forward....	47	184	230½

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	Mass.	Brl. and Stamp.	Total.
Amount brought forward...	47	184	230¾
Forest	1	49	50
J. G. Grout	—	2	2
Mass	10	3	13
Merchant	—		¼
Minnesota	1361	497	1858
National	55	60	115
Nebraska	11	22	33
Norwich	71	45	116
Ohio	—	½	½
Ohio Trap Rock	—	4½	4½
Peninsula	—	½	½
Ridge	4	58	62
Rockland	91¼	108	199¼
Toltee	11	49	60
Windsor	6	16	22
Total	1668	1099	2767

From Keweenaw Point.

	Mass, Brl. and Stamp.
Central	53
Cliff (Pittsburg and Boston)	1548
Connecticut	22
Copper Falls	154
Fulton	2
North American	328
Northwestern	15
Phœnix	11
Total	2128

From Portage Lake.

	Mass, Brl. and Stamp.
Isle Royale	223
Huron	22
Pewabee	103
Portage	101
Quincy	20
Total	469

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Total Shipments.

	1856.	1855.
From Ontonagon	2767	1984
From Keweenaw Point	2128	2245
From Portage Lake	462	315
	5357	4544

Tons of Copper raised from the Minnesota, Cliff, and Rockland Mines, in 1856.

	Minnesota.	Cliff.	Rockland.
January	159	120	—
February	153	127	26
March	165	145	—
April	159	150	—
May	153	141	16
June	152	140	20
July	153	134	30
August	155	154	33
September	150	146	41
October	154	146	32
November	156	124	23
December	150	120	24
Total	1859	1647	245

The following is a report of the capital, etc., of the two most profitable mining companies on Lake Superior. Each of these companies is now paying dividends at the rate of 30 per cent. per annum on their assumed capital.

Annual Report, February, 1857.

	Location of office.	Nominal capital.	Nominal par value per share.	Number of shares.	Total paid in per share.	Capital paid in.	Highest sales per share
Minnesota..	New York	$1,000,000	$50	20,000	$3·30	$66,000	$110
Cliff.	Pittsburg			6,000	18·50	110,905	245

The whole amount of copper shipped the past season, as given in the report of the Superintendent of the St. Mary's Falls Ship Canal, through which it all passed, is 10,452,000 pounds, worth, at 25 cents, $2,613,000.

The native copper of the Lake Superior mines may be

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considered to be chemically pure. It dissolves in pure nitric acid without leaving a trace of residuum; it gives no precipitate when the nitric acid solution is heated with ammonia; neither on the addition of chloro-hydric acid. It dissolves to a clear solution in concentrated sulphuric acid, when heated; it contains no trace of arsenic or other volatile metal. This is the result of the examination of several specimens of copper from the Phœnix, Cliff, and Minnesota mines. A piece of copper from the last-named mine, sawn with care from a perfectly pure and solid mass, was found to have the specific gravity of 8·838.[1]

The great national value of the copper mines of Lake Superior will be seen by comparing their productions with that of others, in different parts of the world. The subjoined table exhibits the foreign mines, together with the annual yield of metal:

	Tons.
Sweden	1,000
Russia	2,000
Hungary	2,000
Hartz Mountains	212
East Germany	143
Hesse	500
Norway	7,200
United Kingdom of Great Britain	14,465
Mexico	200
Lake Superior Mines, in 1856	6,000

IRON ORES.

The iron, no less than the copper region, of Lake Superior, is one of the wonders of the world. The country has been explored sufficiently to enable us to form a rough estimate as to its capability of producing the most valuable metals used by man. Mr. Foster, the eminent U. S.

[1] Foster and Whitney's Report.

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Geologist, says: — "Without excepting even Missouri, there is no region of the world where the specular ores of iron are developed in so great a degree of purity, and on a scale of such magnificence, as in the district of Lake Superior. They occur, not in veins, not in beds, but in *mountain masses*, forming, in some instances, the crowning summits of the country."

This region commences along the coast of the lake, with the metamorphic rocks, extending from the Chocolate to the Dead river, a distance of ten miles, following the shore, and sweeping away southerly and westerly across the branches of the Menomonee river, far into the State of Wisconsin. A surveyor, in his report of the ore along the Michigamig river, on the east boundary of township forty-six north, range thirty west, says:—"The river here forms a lake-like expansion, and is bounded on the northeast by a range of hills, which rise abruptly to the height of two hundred feet above the water. We explored this ridge, and found that it was composed, for the most part, of nearly pure specular oxide of iron. It shoots up in a perpendicular cliff, one hundred and thirteen feet in height, so pure that it is difficult to determine its mineral associations. We passed along the base of this cliff for more than a quarter of a mile, seeking for a gap, through which we might pass, and gain the summit. At length, by clambering from one point to another, we succeeded. Passing along the brow of the cliff forty feet, the mass was comparatively pure; then succeeded a bed of quartz, composed of grounded grains, with small specks of iron disseminated, and large, rounded masses of the same material inclosed, constituting a conglomerate. This bed was fifteen feet in thickness, and succeeded again by specular iron, exposed, in places, to the width of one hundred feet; but the soil and trees prevented our determining its entire width. This

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one cliff contains iron sufficient to supply the world for ages; yet we saw neither its length nor its width, but only an outline of the mass."

On the line between sections ten and eleven there is an elongated knob of almost pure ore, rising to the height of fifty feet above the surrounding country. Further south, in the same sections, there is a mass of still greater magnitude, though not of equal purity, on what is known as the Cleveland Company's location. It rises in an oblong knob to the height of one hundred and eighty feet above the surrounding country, and one thousand and thirty-nine feet above Lake Superior, being the culminating point on that meridian line between the two lakes.

There are other localities of ore in this region, to which we need not refer. There is such an abundance of it to be obtained by working an open quarry, that it can never command a price much above the cost of the labor of quarrying and transportation.

"This iron region is the most valuable and extensive in the world for the manufacture of the finer varieties of wrought iron and steel. When we consider the immense extent of the district, the mountain masses of the ore, its purity and adaptation to the manufacture of the most valuable kinds of iron, and the immense forests which cover the surface, suitable for charcoal, this district may be pronounced unrivalled. The ore consists mainly of the specular or peroxide of iron, an admixture of the fine-grained magnetic. In some instances, the whole ridge or knob appears to consist of one mass of pure ore — so pure that no selection is required; but an unlimited quantity might be quarried or picked up in loose blocks around the slopes. In others, the ore is mixed with seams of quartz or jasper, which renders it less valuable, and requires some care for the selection. The iron, in such cases, presents a banded

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or contorted structure, or alternating seams of steel-gray and brilliant red. The appearance of a mountain cliff, thus made up, is extraordinary. The iron mountain of Missouri becomes insignificant compared with these immense deposits."

In 1849, two samples of this iron, selected without care from among the products of the Jackson forge, were placed in the hands of Major Wade, of the Ordnance Department — whose office it is to test the tenacity of the guns made for Government — for the purpose of experiment. The results obtained were as follows:

Sample No. 1, 7,550 density, 89·582 lbs. pressure to square inch.
" No. 2, 7,768 " 72·885 " " "

In the second sample there was a slight flaw observed after it was parted, which would account for its inferior tenacity. These results give an unparalleled tenacity, and prove the high value of this iron.

The following are the results of the numerous experiments of Professor Walter R. Johnson, on the tenacity of bar-iron in various parts of the world:

			Strength in lbs. per square inch.
Iron from Salisbury, Ct., by means of	40	trials.....	58·009
" Sweden,	4	"	58·184
" Centre County, Pa.,	15	"	58·400
" Lancaster County, Pa.,	2	"	58·661
" McIntyre, Essex Co., N. Y.,	4	"	58·912
" England (cable bolt, E. V.),	5	"	59·105
" Prussia,	5	"	76·069
To which we add the tenacity of the Carp River iron, Lake Superior, as determined by Major Wade.....			89·582

The transactions in iron ore, for the past year, says the "Lake Superior Journal," though small in comparison with what can and will be done, exceed, by far, the anticipations of those interested. The ore has been successfully

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introduced into market, where it sells readily at high prices. The shipments, for the year 1856, were, for the Cleveland Iron Mining Company, 6536 gross tons, making a total of 10,036 tons mined; for the Sharon Iron Mining Company, 4497 gross tons, and the same have now on the dock, ready for shipment, 2805 gross tons, making a total of 7352 tons; the Eureka Iron Mining Company have shipped 2000 gross tons, and have some 600 more ready for shipment, giving them a total of 2600 tons mined. The whole amount shipped being 13,033 gross tons, and the total amount mined 20,538 gross tons, which, at $5 per ton, the lowest price quoted, would net $102,690. These shipments may look small, but it should be remembered that this is the first really active season, and it was the finishing of the experimental work.

When this is taken into consideration, with the fact that the trade has been established on a firm basis, it is highly gratifying. From the preparations now making by the companies already in operation, and by others who will shortly commence, it is estimated that the shipments for 1857 will exceed in value $1,000,000.

Although the facilities for shipping ore from Lake Superior are unrivalled — the mines being from five to twenty miles only distant from the lake — yet, during part of the year, these mines, with the men who work them, and the villages and towns supported by them, are, for all practical business purposes and communication, locked up from the rest of the world; they depend for their supplies entirely upon the East and South, and these supplies must be provided by the shipping on the lake before navigation closes in the autumn.

Fortunately for the Lake Superior country, the General Government, as we have before mentioned, granted a large body of these valuable mineral lands to the States of

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Michigan and Wisconsin, to build railroads through them. As soon as these contemplated communications are opened, there will be but few days in the year in which conveyance to and from the mines cannot be had with every market connected with the entire line of iron road from the lake to the Gulf of Mexico. We are convinced that the construction of these railroads would cause many of the copper mines (which are at present suspended) to be worked at a profit, by reason of the facilities it would give for reducing the cost of labor and supplies, and would obviate the necessity now existing for the heavy outlay of capital required to procure all the necessary means *one year in advance.*

CHARACTER OF THE SOIL.

It must not be supposed that the soil of the Lake Superior country is unfit for cultivation; on the contrary, it is preferable to that of New England. The materials, in some of the eastern parts of the district, consists of fine sand, forming the "pine plains" south of the "Pictured Rocks." The coarse drift which abounds on the southern slope affords a warm dry soil, which will require repeated dressings to make it productive, after the vegetable mould shall have been exhausted. The region where it prevails is not low and marshy, but is thrown into gentle undulations, like the rolling prairies of Illinois. Such is the character of the lower valley of the Menomonee.[1]

The northern part of Wisconsin, bordering on the lake, ranks first in agricultural capacity. Dr. Owen[2] says: — "The red clay and marl lands, occupying the high plains skirting Lake Superior, are characterized particularly by the predominance of oxide of iron, from which they derive their color, and which amounts to four and a half per cent.,

[1] J. W. Foster's Report. [2] Geological Report.

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or nearly one half of the weight of the saline matter; it is always a retentive soil, from the abundance of argillaceous earth which enters into its composition. And it may be compared, in quality, to the red lands of Maryland and Virginia, bordering on the Potomac river, in Montgomery and Loudon counties, which produce wheat crops that can scarcely be excelled."

The same author remarks, in relation to the soil of Madeline island, which lies opposite La Pointe county, Wisconsin: — "That portion of the soil of this island fit for cultivation, produces potatoes, and all manner of garden vegetables and roots in great luxuriance. In the flat, wet parts, both the soil and the climate are favorable to grass, and the crop is certain and stout. Oats do well; on good soil I have no doubt that wheat would be a good and sure crop, if well cultivated."

The editor of the Chicago Democratic Press, who visited a vegetable garden on this island in July, 1856, says: — "It is by far the best and most productive one that we have seen this season. True, the fruits ripen later than they do with us, but they are fine and perfect." The spacious garden of Mr. Austrian, to which he alludes, is one of the most attractive spots on the island. Luxuriant vegetables of all kinds were raised last summer; also cherries, apples, and grapes. The latter part of September, 1856, Mr. A. sent the following productions, raised in his garden, to the editors of the Superior Chronicle, viz: One ruta baga turnip, weighing *seven pounds*, a beautiful ear of Genesee flint corn, several bunches of ripe tomatoes, citrons, squashes, carrots, beets, some marrow-fat peas, three varieties of apples, and a bunch of flowers. The author himself measured some stalks of rye, raised on a claim near the City of Superior, which, although not fully ripe, were five feet six inches in height, and he is confident,

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that had some of the vegetables raised in the same place been exhibited at the United States Agricultural Fair, they would without difficulty have secured the *first prize.*

FISHERIES OF LAKE SUPERIOR.

The products of the fisheries of Lake Superior are of great importance to the inhabitants and States which lie on its borders. It abounds with the most delicious fresh water fish known. The flavor of its trout, white fish, and others, is much superior to that of the other lakes, and they command a higher price in market. "One species," says Mr. Andrews, "the *siskawit,*[1] has only to be known in the New York and Eastern markets, in order to supersede all varieties of sea fish, for unquestionably none approach it in succulence and flavor." This fish is preferred by the Indians on account of its fatness. They are readily caught by the hook, but the usual method is by means of gill nets, set a yard or two from the bottom, in water of about two hundred feet in depth; the lower edge of the net is then anchored by weights attached to cords, while the upper edge is sustained by means of floats. The *siskawit* weighs from five to twenty pounds.

The white fish[2] are preferred to all others by the white inhabitants and travellers. There are two kinds of lake trout,[3] each weighing from twelve to fifty pounds. The sturgeon are quite remarkable, not only in size, but in flavor; pickerel, pike, carp, black fish, and herring, are also abundant. Large quantities of these fish are packed annually at Siskawit Bay, Isle Royale, at La Pointe, and many other places along the northern and southern shores, for the Eastern and Western markets. This branch of commerce is increasing very fast, in consequence of the

[1] Pereopsis Guttatus. [2] Coregonus Albus. [3] Salmo Amethystus.

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opening of the Sault Canal, and rapid increase of settlement along its coast. The waters of Lake Superior are teeming with life, and from the south shore alone 50,000 barrels might be yearly sent to market.

COMMERCE OF LAKE SUPERIOR.

It is very difficult to procure correct information of the commerce of this lake, owing to the fact that it has only recently been opened to direct navigation with the other lakes, and from the extreme inaccuracy and looseness of the returns reported. The business of the Lake Superior country, for 1851, is estimated by Mr. Andrews as follows, for the articles which crossed the portage at the Sault Ste. Marie:

Imports, 100,000 barrels bulk; in which are included 2000 bundles pressed hay, 20,000 bushels of oats, and other kinds of grain, provisions, dry goods, groceries, general supplies, and five mining engines; forming an aggregate estimated value of $1,000,000.

The exports passing around the rapids, for the same season, are as follows:

1800 tons of copper, at $350	$630,000
500 tons of iron blooms, at $50	25,000
4000 barrels of fish, at $5	20,000

The imports are about 40,000 barrels bulk in excess of the imports of 1850.

The receipts for tolls on the Sault Ste. Marie Canal, for the season of 1856, amounted to $11,950·44.

COMPARATIVE ESTIMATE OF FREIGHT.

Up Freight.

	1855.	1856.	Total.
Barrels bulk	76,468	119,259	195,727
Tons	4,373	11,568	15,941

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Down Freight.

	1855.	1856.	Total.
Copper, in tons.	3,196½	6,726½	8,923
Iron blooms, in tons	1,040	781	1,821
Iron ore	1,447	11,597	13,044

Estimated value of up freight	$2,500,000
" " down freight	2,875,000
Total	$5,375,000

Lumber to the extent of 395,295 feet passed through the canal. The importation of this article will doubtless entirely cease in a few years, and the exportation of it form, eventually, a conspicuous item in the trade of Lake Superior, as already a large number of saw-mills, of sufficient capacity to supply all demands, are at work at the head of the lake.

At present, there are about twelve propellers and steam vessels engaged in the commerce of this "mighty inland sea." It requires a voyage of about four days, including numerous stoppages, to convey passengers and freight from Chicago to the City of Superior, at the head of the lake, and the same time from Cleveland. The North Star, a favorite boat, made the trip in June, 1857, from Detroit, in three days. On their return voyage they take in copper, in masses and barrels, iron ores and bars, fish, ship's knees, &c.[1] A number of sailing vessels are also engaged in this commerce.

The average close of navigation at the head of Lake Superior, for the past two years, has been about the 1st of December,[2] and the average opening about the middle of

[1] Captain Church, of the St. Mary's river, exported, in 1850, ten tons of raspberry jam.

[2] In 1855, the schooner Algonquin left the port of Superior, on her return voyage, the 17th of December.

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April. From these facts it will be observed that the lake is susceptible of navigation for nearly eight months in the year, and about two weeks longer than the Upper Mississippi.

SAULT STE. MARIE CANAL.

The outlet of Lake Superior is through the St. Mary's river, which is sixty miles in length, connecting it with Lake Huron. At some places it spreads out into little lakes; at others, rushes through narrow rapids, or winds around beautiful islands. Its entire length is navigable as far as the falls — the "Sault" of the river having a descent of twenty-two feet within three-fourths of a mile. Until the year 1855, the only inlet for merchandise, or outlet for the produce of this vast lake, and the wide regions dependent upon it, was in the portage around the "Sault," across which every article had to be transported, at prodigious labor and expense. In 1851, the fleet of the lake consisted of two steamers, four propellers, and a considerable number of smaller craft, all of which had been dragged overland, by man and horse, across the isthmus. These vessels were constantly employed carrying up supplies, and bringing back returns of ore and metal, and yet, under all these disadvantages and drawbacks, the traffic was profitable and progressive.

After continued efforts had been made, for many years, to induce the General Government to construct a ship canal around these rapids, Congress, in 1852, offered to the State of Michigan 750,000 acres of land to aid in completing it, and the Legislature of that State contracted to give these lands, free of taxation, for five years, to Erastus Corning, and others, in consideration that the proposed canal should be in navigable order by the 19th of May, 1855. The work was finished at the appointed time, and is superior to

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anything of its kind on this continent. Its locks are the largest in the world. The combined length of the two sides and wings of the two locks together is nearly one-third of a mile, all of solid masonry, twenty-five feet high, ten feet thick at the base, with buttresses six feet in width at the distance of every twelve feet, all faced with cut white limestone, equal to the best of this State. The gates are each forty feet wide. The canal is one hundred feet wide at the top of the water, and one hundred and fifteen at the top of its banks, containing a depth of water of twelve feet, and is principally excavated through rock. This ship canal is a magnificent piece of workmanship, and has opened to the lower lakes a navigation of fully a thousand miles. Mr. Andrews forcibly remarks: — "*Our shipping will have an uninterrupted sweep over waters which drain more than three hundred thousand square miles of a region abounding in mineral and agricultural resources. They may be water-borne nearly half way across the continent.* The inexhaustible elements of wealth on the shores of Lake Superior will then become available." Again he says: — "So soon as the canal above-mentioned shall be completed, the *summer tour of travellers will be extended to a cruise around Lake Superior, and from La Pointe many will cross over to the Falls of St. Anthony, on the Mississippi river.* The importance of this enterprise can hardly be over-estimated, and its consequence will be the vast facilitation and increase of the commerce of Lake Superior, and the incalculable enhancement of the value of the public lands, while a tide of emigration may be expected from Norway, Sweden, and the north of Europe, as well as from the New England States, pouring into the northwestern wilderness, subduing the forests, and extending far and wide the area of civilization.

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The time will doubtless come when a canal or railway will be made to the Falls of St. Anthony."

It affords the author great pleasure to be able to bear his testimony to the accomplishment of these predictions of Mr. Andrews in his interesting report to Government. The summer tour which he mentions, from Lake Superior to the Mississippi river, has already been made by great numbers, not only from La Pointe, but also from the City of Superior. During the past winter, a line of sleighs conveyed passengers tri-weekly between the latter place and St. Paul. Many Norwegian and other emigrants have already arrived, and it is expected that at least *ten thousand* more will reach the Lake Superior country this year.

A railroad is now under construction from the City of Superior to St. Paul, and the contractors are to have it completed by July, 1859. The feasibility of constructing a canal from the lake to the Mississippi river, is demonstrated by the fact that the first steam propeller, the Manhattan, in 1850 passed up the St. Louis river, at the head of the lake, as far as Fond du Lac village. The river, at the time, was not above its ordinary stage, and at the lowest part sounded there was over six feet water in the channel. "This brings the steam navigation on Lake Superior within thirty-five miles of the Mississippi, at the mouth of Sandy Lake river."[1] We believe the distance is but six miles from the St. Louis to the Savanna river, which flows into Sandy Lake. This route is one of the most celebrated in the northwest, from the first discovery of the lake to the present time. How surprised would either Mr. Andrews, Dr. Owen, or General Cass be, were they to visit again these regions. On the shores of the Bay of Superior stands the youngest and largest city of the lake; steamboats arrive at its piers tri-weekly, and connect

[1] Owen's Geological Report.

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there with smaller steamers for the new towns on the St. Louis river, viz: Middleton, Du Luth, Oneota, Wahbagon, and Fond du Lac, besides other boats, touching at perhaps a dozen or more towns along the north shore of the lake.[1] The shrill whistle of the "iron horse" is heard where, at the date of the publication of Dr. Owen's Survey, in 1852, was a dense wilderness.

Mr. Andrews again remarks:—"*Possibly we may see the trade of Hudson's Bay flowing into the United States, through Lake Superior and our other great lakes and rivers. For that great bay is but fifteen days' canoe voyage from Lake Superior, and the portages are few and not long,* so that the British Hudson's Bay Fur Company carry on constant communication with their factories upon the bay from their posts upon Lake Superior; and their agents at the British posts in Oregon travel from their stations on the borders of the Pacific Ocean, by way of Hudson's Bay and Lake Superior, on their route to Great Britain." *The little steamer James Carson arrived at the City of Superior, June 6th, 1857, from Fond du Lac, with forty passengers, and about* SIX THOUSAND DOLLARS' WORTH OF FURS.

We cannot agree with several of the Chicago journals, who, on account of the "grant of lands" to Minnesota, to aid in the construction of a railroad from St. Paul to Pembina, infer that, when this is accomplished, "the question of the trade of the Hudson's Bay Territory will be forever settled, and Chicago will be the depot for the furs of that region." *It has always been an acknowledged fact, that transportation by the water is far cheaper than by land, and why furs and merchandise should be carried such an immense distance over railroads to and from Chicago we do not understand, especially when they can be sent*

[1] See steamboat advertisements.

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from the City of Superior to all parts of the world on steamboats, without reshipment, each city being at the head of a great lake, and possessing equal advantages of direct communication with the Atlantic Ocean.

A glance at the map of the United States is all that is necessary to satisfy any reflecting mind of the important position occupied by Lake Superior, and the influence it is soon destined to exercise on the commercial affairs of this continent. In a few years, when the contemplated railroads are completed, it will become the principal avenue of intercourse between the Eastern and Northwestern portions of our extended country. In addition to its vast mineral and lumber resources, and extensive fisheries, the present unexampled flood of immigration to its shores should not be overlooked. Now, all this teeming population must have access to Eastern markets, and the greater the facilities afforded to them the greater will be their increase, prosperity, and commerce.

Should anything herein contained appear exaggerated, let it be remembered, that for the last ten years the wildest, the boldest anticipations respecting the Northwest have been more than realized; had it been predicted that these almost boundless wilds should at this day be the dwelling-place of thousands of freemen, that towns vieing in population and wealth with many on the Atlantic border, should in that period have arisen, and that Lake Superior should be traversed weekly by lines of steamboats, it would have been deemed beyond measure extravagant; yet all this is sober reality, and at this moment the onward march of this great region in population, wealth, and resources, is more rapid than at any former period.

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CHAPTER III.

CITY OF SUPERIOR—ITS SITUATION—HARBOR—ADVANTAGES — RAILROADS — RISE AND HISTORY — PROGRESS — AGRICULTURAL RESOURCES OF THE NEMADJI AND ST. LOUIS RIVERS.

THE City of Superior, situated on the Bay of Superior and Nemadji river, at the head of Lake Superior, on an elevation of thirty-four feet, possesses a better site, a better harbor, and greater natural advantages for a commercial city, than any other point in the Northwest. Its harbor is the largest on the lake, and is admirably sheltered from storms by two points of land projecting out from the States of Wisconsin and Minnesota, forming a bay of over six miles in length by one in width, large enough to accommodate the shipping of the entire chain of lakes. The entrance from the lake is about half a mile wide, with sufficient depth of water for any vessel which can pass through the ship canal at the Sault Ste. Marie. Vessels can enter into this magnificent land-locked harbor in all winds, and are secure from the heaviest storm which could arise in the winter season. The Government is now constructing a lighthouse on Minnesota Point, at the entrance of this bay.

Besides these advantages, the City of Superior is the most western point accessible to ocean vessels in North America, and it enjoys uninterrupted water communication with the Atlantic Ocean, via the British American canals

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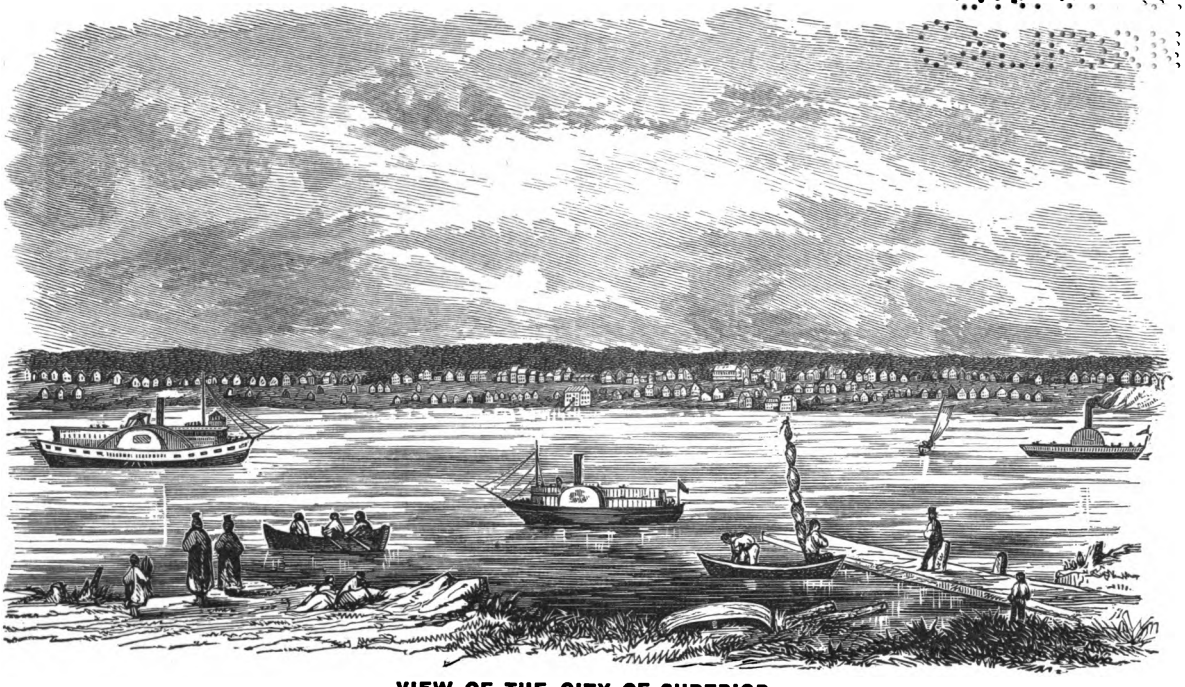

VIEW OF THE CITY OF SUPERIOR.

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and the St. Lawrence river. Its situation corresponds exactly with that of Chicago, it being the chief port, and at the head of navigation of a great lake, and the point where the railroads from the interior of the State will terminate.

As Wisconsin and the States and Territories lying north and west of it advance, and the commerce of Lake Superior increases, as that of Lake Michigan has done, there is no reason why Superior may not become a second Chicago.

Its position at the furthest extremity of Lake Superior, commanding the country lying north and west of the lake, and east of the Rocky Mountains, shows that Nature has marked this spot for the great commercial city of this mighty inland sea.

Nor is there any apparent limit to its increase. The great States and cities which are growing up in the Northwest, will find their cheapest outlet to the seaboard by the channel of the lakes. Peopled, as they are now being, with a rapidity which has no parallel, these new States are fast rivalling in wealth and importance the older communities of the Eastern frontier, and are drawing from them, rapidly and steadily, the capital and vitality which were once all their own. Railroads are in process of construction to the Mississippi river, and to other points beyond, which will soon command the produce and commerce of the interior.

The experiment of an uninterrupted navigation from the Lakes to the Atlantic Ocean was proved by the successful voyage of the *schooner Dean Richmond, in the spring of* 1856, *from Chicago to Liverpool, and the arrival of the British schooner Madeira Pet, the* 14*th of July*, 1857, *with a cargo of merchandise from Liverpool, at Chicago.* These voyages are destined to work an entire revolution in the internal traffic of the Western States, and will lead to an extended and increasing intercourse with Europe. The

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application of steam will overcome the delays of navigation, and the path opened by the "Dean Richmond" and the "Madeira Pet" will be thronged with the flags of every nation. What is true of Chicago is true of the City of Superior. What is possible by the St. Lawrence river and canals is equally possible with the Sault Ste. Marie. The unrivalled chain of inland navigation to the heart of this continent does not end with Chicago. It is complete to the City of Superior.

What may be said in favor of the lakes as an outlet from the great West, may, for all purposes of business and settlement, be urged for them as an inlet from the ocean. The productions of the Northwest are now shipped, in the very centre of America, for the remotest parts of Europe, and the best class of emigrants—always an invaluable cargo — embark almost at their own doors, and are conveyed to the very places in which they desire to settle. An advantage of the highest importance, as it saves them from the inconveniences, delays, and impositions, which now too often attend their journey westward. *In a short time, emigrants can purchase tickets for Wisconsin in the very heart of Europe, which will take them over two thousand miles into the interior of America, without transhipment, and with no greater inconvenience than might attend their journey from their homes to the ports of departure.*[1]

We will give the distances from Liverpool to Quebec, to prove that the sailing distance between them is — if the Straits of Belle Isle be followed, 400 miles, and if the southern route be taken, some 200 miles — shorter than between Liverpool and New York.

[1] At present, large numbers of emigrants are daily reaching Wisconsin through Canada. On arrival at Quebec, they take passage on steamboats for different ports on Lakes Michigan and Superior.

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The distances are as follows:

	Miles.
From Quebec to Liverpool, via north of Ireland and Straits of Belle Isle	2680
From Quebec to Galway, via north of Ireland and Straits of Belle Isle	1800
From New York to Galway	2815
" " Liverpool	3073

Another advantage of this route is, that a third of the distance to Quebec is within the Gulf and River St. Lawrence, where a steamer will sail faster, being less impeded there than by the heavy swells of the Atlantic.

	Miles.
The distance from Quebec, via daily steamers, to Montreal, is...	180
" " Montreal to Cleveland, daily steamers, is.....	661
" " Cleveland to City of Superior, " is.....	1091
Total	1932

To appreciate the magnitude of the canals and their locks on the St. Lawrence, it is necessary to give a description of some of the most important of them. The Welland Canal is a very important work, connecting Lakes Ontario and Erie. Its locks are 150 feet in length of chamber, by a width of 26½ feet, its dimensions being well suited for the class of vessels best adapted to the Western lakes, of which large numbers pass through it, as well of Canadian as American crafts. This canal is 28 miles in length, having about 30 cut-stone locks, and is lighted with gas for the night operations; the brilliant burners marking its course for a long distance. Notwithstanding these precautions, it is with difficulty that the immense trade between the upper and lower lakes can be accommodated. It surmounts an elevation between Lakes Ontario and Erie of 330 feet, while the elevation from tide water to Lake Ontario being over 200 feet, is overcome by the St. Law-

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rence canals, seven in number, of various lengths, from 12 miles to one mile (but in the aggregate only 41 miles of canal), having locks 200 feet in length between the gates, and 45 feet in width, with an excavated trunk from 100 to 140 feet wide on the water surface, and a depth of ten feet of water. These canals are chiefly used for ascending the stream, as large steamers, drawing seven feet water, with passengers and mails, leave Kingston, at the foot of Lake Ontario, in the morning, and without passing through a single lock, reach the wharf at Montreal the same day before dark.

In the year 1853, there passed through the Welland Canal 2743 British sailing vessels and 917 steamers, and 2705 American sailing vessels and 349 steamers. Through the St. Lawrence canals there passed, in the same year, 5457 British sailing vessels and 2173 steamers, and 123 American sailing vessels and 51 steamers. The total number of vessels, of all classes, passing through the canals of Canada that year, was 20,406, with a tonnage of 2,138,654 tons.

On the whole, it may be safely asserted that no country in the world is possessed of more important and extensive canals than is Canada. They are now destined to be the medium of communication for large numbers of vessels which the direct ocean trade of the great West will employ.

Nor is this all. This vast and uninterrupted water communication from the mouth of the St. Lawrence to the extremity of Lake Superior, will be the basis of the whole system of *Western* railroads. *A Pacific Railroad* over the northern route to Puget's Sound, with a termination at the City of Superior, is the necessary supplement of the navigation we have described.

The construction of a railroad to the Pacific Ocean is attracting a large share of the attention of the people of

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the United States, and that a road, upon some such route, will be constructed, by aid derived from the General Government, appears to be the general opinion. It is conceded that the northern route, as surveyed by Governor Stevens, presents the greatest advantages, and the fewest obstacles, and we feel confident it will be adopted.

When the St. Croix and Lake Superior Railroad is completed, which will be in 1859, connecting the City of Superior with St. Paul, Milwaukee, and Chicago, an astonishing revolution will be made in the transhipment of freight to the Northwest. As it is a settled fact that transportation is impelled by an irresistible impulse into the cheapest and most direct channels of communication, the following statements and tables of distances will prove that the lake route, via the City of Superior, is not only the nearest, but by far the cheapest means of shipping freight to the Northwest, and a saving in time of from ten days to two weeks. Let us take New York as a starting-point from the seaboard, and St. Paul, at the head of navigation of the Mississippi, as the terminus. The distances between these places is as follows:

	Miles.
From New York to Chicago, by canal via Albany and Buffalo, and by steamboat via Detroit	1551
From Chicago, by railroad via Dunleith, and via steamboat to St. Paul	568
Total	2119

From New York to Buffalo, via canal	508
From Buffalo to City of Superior, via propellers	1241
From City of Superior, via railroad, to St. Paul	140
Total	1889

showing a difference of 230 miles, and one transhipment less, in favor of the new route.

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The usual route for freight from Philadelphia to St. Paul, is by railroad to Pittsburg, thence by steamboats down the Ohio and up the Mississippi, occupying about one month; the distance is 2266 miles.

	Miles.
The new route to St. Paul, via City of Superior, is by railroad to Cleveland, occupying about 2 days, a distance of	489
From Cleveland to Superior, via propellers, occupying 4 days	1091
From City of Superior to St. Paul, via railroad	140
Total	1720

showing a difference in favor of City of Superior of 546 miles, and a saving of at least two weeks in time.

Another important fact, which must not be overlooked, is, that the vast mineral products of Lake Superior may be transported via this railroad and the Mississippi river, cheaper than by any other means of communication. These subjects are capable of much additional amplification, and many more important statements might be added, but these facts and figures will serve to convince every one of the advantages of the lake route.

The Chicago, St. Paul, and Fond du Lac Railroad Company, who are now surveying their road from Milwaukee to Lake Superior, will doubtless extend it (as their charter provides) to the City of Superior. The Milwaukee and Horicon Railroad will terminate at this point, and their engineers are at present surveying the route. The Milwaukee and Superior Railroad, a new company, chartered in March, 1856, also terminates at the City of Superior. *Either of these routes, when completed, will reduce the time between New York and the head of this great lake to about three days' travel!*

Probably one of the greatest sources of future prosperity of the city of Superior, will be derived from the thousands

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of visitors who will fill her hotels to overflowing, and leave immense sums of money among her merchants. We assert that, when the railroad connecting this city with the Mississippi is in travelling order, a great majority of the visitors who daily ascend that river to St. Paul (and I have known of from 700 to 1000 arrivals there in one day, in the height of the travelling season), will cross over to Superior and return homewards by the lakes, in preference to returning the same route. This is no idle supposition; already hundreds have arrived in Superior, by the Point Douglas and Lake Superior Military Road.

The wealthy Southerner, on his usual summer tour to the North, will prefer embarking on the "floating palaces of the mighty Father of Waters" for St. Paul, thence by railroad to City of Superior, and re-embarking there on splendid lake steamboats, will coast along the shores of the Mediterranean of North America, through the Sault Ste. Marie, either to Detroit, Cleveland, and Chicago, or connect at Mackinaw with the "Collingwood route" for Canada, or Niagara, as his fancy may dictate. At present, there are three boats on the Superior line from Chicago, and six from Cleveland; both lines connecting with the "Collingwood route" at Mackinaw.

To the traveller from the East, who prefers good fare and fine scenery to shutting himself up at a watering place, the northern route presents unequalled attractions. From Cleveland and Detroit splendid lake steamboats will convey him, in four days, to the City of Superior; then, in a few hours, he will reach St. Paul by the railroad; after viewing that city, and the Falls of St. Anthony, he has choice of routes in returning homeward. For myself, I prefer the elegant accommodations and fare of the Mississippi boats, and its magnificent scenery, to travelling over the railroads. This route, up the lakes and down the Mississippi, is the

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finest in this country; and when it is considered that, in length, it is equal to crossing the Atlantic, we may well be amazed at the cheapness of travel, and variety of scenery it presents. Travellers on tours of pleasure from the Eastern cities, on their way to the Falls of St. Anthony, will not willingly undergo the fatigues and annoyances of the railroad route to the Mississippi, when the tour of the lakes presents such attractions.

Thus the City of Superior occupies the most prominent position in the Northwest, at the head of navigation, and we may also add, it forms the gate of communication between the Eastern and Western travel, of over two thousand miles of uninterrupted lake and river navigation to the Atlantic, and nearly the same distance to the Gulf of Mexico. The productions of the Northwest will be shipped from her piers direct to New York and European ports; emigrants will arrive direct from Europe for the West, with passengers and freight from Eastern cities; the productions of Lake Superior will be collected in her warehouses for shipment to the Western and Southern States, the Gulf of Mexico, and the shores of the Pacific Ocean. A city with such a situation, surrounded by so magnificent a country, cannot but have a great and glorious destity.

RISE AND HISTORY OF THE TOWN OF SUPERIOR.

In the fall of 1853, Messrs. D. A. J. Baker, D. A. Robertson, George E. Nettleton, R. R. Nelson, Benjamin Thompson, Edmund Rice, James Stinson, and Wm. H. Newton, left St. Paul to lay out a town at the west end of Lake Superior. On arrival, each one erected a log cabin and made a claim. In the spring of 1854, they organized themselves into a company, under the name of "Proprietors of Superior," with the following additional members, viz: Messrs. W. W. Corcoran, of Washington City, D. C.;

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R. J. Walker, of New York; Geo. W. Cass, of Penna.; and Horace S. Walbridge, of Ohio. Wm. H. Newton, Esq., was appointed Engineer and Agent for the "Proprietors of Superior," and, assisted by Thomas Clark, Esq., the necessary surveys were made, and on the 6th of September, 1854, the plat of the town of Superior was duly recorded.

This plat contained thirty-three streets, eighty feet wide, running parallel with the bay, and twenty-four avenues, one hundred feet wide, running from the bay. The former are named numerically, and the latter after the proprietors, early settlers, and other persons. The lots are all the same size, and regularly numbered — the odd on the right, and the even on the left side. Each house takes the number of the lot upon which it is erected. Twenty lots were donated by the proprietors for churches, thirty-two for schools, half a block for county buildings, two blocks for a public park, and two blocks for a cemetery.[1] In the fall of 1855, that portion of the town beyond the Nemadji river, fronting on the Bay of Allouez,[2] and known as East Superior, was laid out and recorded. Six blocks were donated for public squares, lots for churches and school-houses, and over thirty acres, with two water fronts, for railroad depôts. Also an avenue, three hundred feet wide, running from thence in a southern direction to the town line, through which railroads are to approach the harbor. A portion of these lands has been appropriated by the St. Croix and Lake Superior Railroad Company. But little building was done until the spring of 1855; previous to that date, a large-sized hotel — the Superior House — and Quebec pier were commenced, but were not completed until the following summer.

[1] Now occupied by the Nemadji Cemetery.

[2] Formed by the waters of the Nemadji river and Bay of Superior.

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We well remember our astonishment on first landing from the steamboat Lady Elgin, June 30th, 1856, at the foot of this pier; walking up Second street, we were greeted by the busy sounds of workmen on all sides—some felling trees and grubbing stumps, others at work on the bridges over the ravines at Nettleton and St. John's Avenues, besides many constructing houses. Upon the whole, it presented the busiest scene we had witnessed since leaving Chicago. The street in front of the Superior House was covered by the timbers for the new addition to its Second street front; we had the pleasure of assisting in the raising of the frame a few days after. Above it, stores were built as far as Carlton Avenue; among them were those of Messrs. Paul, Orrin Rice, and Dr. Neill; beyond these the few straggling houses of Superior City were to be seen, and its large and commodious pier. The Barstow block, opposite the Superior House, was occupied by J. M. Newton's hardware, and Geo. F. Holcomb's grocery store; the Recorder of Deeds, and Wm. H. Newton, Agent and Attorney for the "Proprietors," occupied the second floor. Hollingshead Avenue was opened about half a mile from the bay; the only houses erected upon it were Mr. Double's, and several small ones, near Sixth street. Below this avenue, on Second street, was the Stockton House, Messrs. Bright & Hayes' law office, Mr. Moore's, the Young America House, the Episcopal church, Wm. H. Newton's residence, and many other houses. There were also several on the banks of the Nemadji river; in the little log school-house, at the corner of Fourth street and Becker Avenue, quite a large number of children were daily instructed by a young lady; this house was occupied alternately, on the Sabbath, by the Rev. Messrs. J. M. Barnett, of the O. S., Wm. A. McCorkle, of the N. S. Presbyterian Church, and the Rev. James

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Peet, of the Methodist Church. Sixth street was partially opened, and the contractors were grading it.

Four small saw-mills were in operation, and the total number of buildings, of all descriptions, was about *one hundred and ninety*. Planks were laid along Second street to Nemadji river, for the purpose of a sidewalk, and our usual stroll, on those beautiful evenings in summer — at which time the twilight, in this latitude, continues until 9 o'clock — was along this sidewalk to the river bank, where the old forest trees

> "Bend with a calm and quiet shadow down
> Upon the beauty of that silent water."

In our frequent walks we noted the rapid improvement of the place; houses seemed to grow up almost daily. During our stay they averaged four per week. We were offered building lots on Second street, at from $300 to $500 apiece, on Sixth street from $150 to $250, on Eighth street at $100, and corner lots on the Nemadji and Second street at $350. When the news arrived, several months later, that the Legislature of Wisconsin had passed the Railroad bill, giving the lands near Superior, donated by Government, to the St. Croix and Lake Superior Railroad, and that this Company was then engaged in purchasing and forwarding supplies to Superior, to commence operations before winter set in, property went up at an unprecedented rate; quarter shares, which had been offered in July at $9000, were then scarce at $15,000, and Second street lots could not be had at any price. It may be proper to state here, that the City of Superior consists of 5000 acres, divided into thirteen original shares; after the town was laid out in 1854, several of these shares were sold at $1500 each, and their rise to the present time has been unexampled.

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Opposite the town, on Minnesota Point, were several houses, the pier of Mr. Stuntz, and a few Indian lodges; these Indians belonged to the Chippewa tribe, and were chiefly engaged in fishing. At the head of the Bay of Superior, the town of Du Luth was partially laid out, and on the North Shore (as it is called) scattered clearings showed that considerable portions of it had been taken up by pre-empters. The little steamboat James Carson made weekly trips to the Indian village of Fond du Lac, on St. Louis river, about twenty miles from Superior, and the yacht Comet made daily trips to Du Luth.

On the 8th of August, the inhabitants were quite surprised by the appearance of the U. S. Steamer Michigan, it being the first national vessel that ever buffeted the waves of Lake Superior. A meeting of the Masonic Association was held on the 16th of this month, preparatory to the erection of a hall. A few days after, the Douglas County Jail was commenced. The largest cargo which had ever reached Superior was brought from Cleveland by the favorite propeller Manhattan, the following September, consisting of twenty-two hundred barrels of freight, the large and complete machinery for Mr. Johnson's steam saw-mill, beside many passengers.

In November, 1856, the inhabitants of Superior gave their first vote, for President and Vice President. The result showed that the Democratic electoral ticket received a majority of 146, the total number of votes polled being 194, *a number almost unexampled in the history of Western towns of but two years' growth.*

In common with other visitors, we were delighted with the climate of Lake Superior. *The atmosphere being very dry and bracing, and so clear that the shades and shadows of the "North" or Minnesota shore of the lake*

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were plainly visible at a distance of thirty miles, giving a grand effect to the scenery.[1]

Before concluding these early recollections of Superior, we would remark that, next to the town itself, the "Chronicle," a handsome, ably-edited weekly journal, conducted by Messrs. Ashton & Wise, most attracted our attention. This newspaper was first issued in June, 1855, and is now the oldest journal on Lake Superior. It certainly required energy and perseverance of no common order to commence its publication so far away from civilization, among a population then of about three hundred. But true native energy, as usual, overcame every obstacle, and now its proprietors are reaping the reward of their sagacity and enterprise. It is now in the third year of its existence, and has the largest circulation and patronage of any paper on Lake Superior, or north and west of St. Paul. Its

[1] Result of Meteorological Observations, taken from the report of L. Washington, Esq., at Superior, Douglas county, Wisconsin, Latitude 46 deg. 38 min. 31 sec., Longitude 92 deg. 3 min. 28 sec. Height of station above the sea, 658 feet. The mean temperature is as follows:

	Degrees.
For the week ending June 1, 1856	55
" " " 29, "	62
" " July 12, "	60
" " Aug. 2, "	74
" " " 16, "	62
" " " 30, "	62
" " Sept. 6, "	68
" " " 20, "	53
" " Oct. 11, "	52
" " " 18, "	46
" " Nov. 1, "	38
" " " 15, "	35
" " " 29, "	26
" " Dec. 13, "	20
" " " 28, "	16
" " Jan. 3, 1857	20
" " " 11, "	12

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sales, for the week ending April 7, 1857, amounted to 1500 copies, and it has done more to attract settlers to the Lake Superior country than any journal on its shores.

Nothing will better illustrate the steady and healthy advancement of the City of Superior, than the following report of its progress up to January 1, 1857, compiled partly from the semi-annual review of the "Chronicle."

The population of Superior is composed of persons from all sections of our own country, and from almost every clime of Europe. The States of Ohio and Pennsylvania are perhaps more strongly represented than the others, while the foreign population comprises persons from the northern parts of Europe. In June, 1855, the inhabitants numbered nearly 500; in January, 1856, 600; and in January, 1857, over 1500. The increase of houses presents the growth of the town in a remarkable manner. In June, 1855, the entire number was 35; in June, 1856, 196; and in January, 1857, 340.

Soon after the town plat was recorded, the proprietors placed in the hands of Wm. H. Newton, their agent, about twenty-five hundred lots, to be sold to actual settlers—binding the latter to improve and build upon them. The terms were made reasonable; requiring one-third of the purchase-money in hand, and the residue in one and two years. Upon these terms the sales were as follows:

Year.	Lots.	Price.
1854	362	$25,619·00
1855	930	86,912·00
1856	556	29,255·00
Total	1848	$141,786·00

Amounts received on these sales, are, in		
1854	$6,891·00	
1855	73,559·00	
1856	32,750·00	$113,200·00
Balance due, exclusive of interest		$28,586·00

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The proceeds of the sales have been applied as follows:

In the purchase of lands	$32,421·00
Surveying, clerk's office, and other expenses	29,711·00
Clearing streets	6,802·00
Building hotel	10,634·00
Building Quebec pier	10,585·00
Interest on loans, discounts, and other losses	6,614·00
Loans to sundry individuals and R. R. Co	16,433·00

The arrivals at the port of Superior, for the past three years, bear the following comparisons:

Year.	Steamboats.	Sailing vessels.	Total.
1854	2	5	7
1855	23	10	33
1856	40	16	56

We would remark here, that the trade of Superior alone brings these vessels to its piers. It is at the head of navigation, and there are no towns beyond, or around, of sufficient importance to employ even one vessel. All the boats coming to this place generally stop at the other towns along the south shore; thus the commerce of Superior increases the number of arrivals at Marquette and Ontonagon, while their commerce contributes nothing towards those at this port.

During the past year, the amount of freight received in Superior was about 35,000 barrels; averaging them at twelve dollars per barrel, a very moderate estimate, it makes a total of $420,000, and, compared with the imports of 1855, shows an increase of about $226,000. We have been furnished by the merchants and business men with the amount of purchases made by them during the past year, and we learn that the following places have participated in its trade, and to the extent of the sums placed opposite to their names.

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New York	$68,000·00
Chicago	55,100·00
Cleveland	41,200·00
Philadelphia	26,900·00
Detroit	26,600·00
St. Paul	16,000·00
Milwaukee	9,000·00
Boston	6,000·00
Ashtabula	7,000·00
Buffalo	4,500·00
Conneaut, O.	2,800·00
Kentucky	1,500·00
Cincinnati	1,000·00
Indiana	800·00
New York State	500·00

It was estimated that the amount of lumber brought here last summer was 1,800,000 feet. The average cost of this lumber was about $20 per thousand, amounting in all to $36,000.

The lands granted for the construction of a railroad from Hudson to Superior, and to Bayfield, have passed into the hands of the St. Croix and Lake Superior Railroad Company, who are obliged to open a good wagon road from this city to the St. Croix river; they expect to have the railroad in complete order within two years; large numbers of workmen have been employed on the wagon road during the past winter, and the contractors have commenced the dock and warehouses at the mouth of the Nemadji, in East Superior.

The military road from Superior to Point Douglas, on the Mississippi river, is in an excellent condition, and teams are daily passing over it. About forty miles south, the road from Mille Lac joins the military road, which connects there with roads from St. Cloud, Sauk Rapids, and Little Falls.

The country bordering on Lake Superior is generally

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considered too far north to have a favorable climate for agriculture. This is a great mistake; its summers are shorter, and its winters longer than in Ohio and Indiana, yet it is also a fact, that during the same length of time in the summer it is favored with more sunlight, owing to the greater length of the days. Vegetation consequently grows more rapidly, and requires less time to mature. In 1856, the actual amount of land under cultivation in the vicinity of Nemadji river was about sixty acres. The following table will show the crops raised on the above quantity of land, and the prices at which they were sold.

Produce.	Bushels.	Price per bushel.	Total value.
Potatoes	2130	$1·25	$2,662·50
Turnips	240	·50	121·00
Beets	20	1·50	30·00
Parsnips	75	1·50	112·50
Onions	12	3·00	36·00
Wheat	60	2·00	120·00
Oats	30	1·25	37·50
Cabbages	945 heads.	5·00 per hundred.	47·50
Hay	99 tons.	25·00 per ton.	2,475·00
Total			$5,641·00

The average value per acre of the products raised is about one hundred dollars. It should be remembered, the land was cleared during last winter and spring, and the crops were planted among the stumps, and wholly by means of the hoe. The soil was not turned up; but holes being made in the ground, the seed was dropped in and covered over, and thus left to mature. By proper care the crop would have been one-third more than it really was.

During the past winter, in comparing the meteorological reports of Superior with observations taken at St. Paul, we invariably found a difference in favor of the former of from five to ten degrees, notwithstanding it is nearly one

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hundred miles north of St. Paul. The Lake Superior winters are perhaps the most pleasant part of the year. Cold weather is experienced in spells of from two to four days at a time, and at but two or three periods during the season. The remainder of the winter may be said to be delightful, being almost continual sunshine. The inhabitants of Superior are not annoyed with frequent rains, high winds, or heavy snow storms. No rain falls from November to April; and the average depth of snow, for the past two winters, has been about twelve inches. The atmosphere is dry and highly pregnant with electricity, imparting energy and elasticity to the frame.

BUILDINGS AND IMPROVEMENTS IN SUPERIOR, FOR 1857.

In looking over the number of buildings to be commenced this summer, and most of them completed before the close of navigation, we are surprised at the amount of capital about to be expended. There has been no year, since the settlement of Superior, that has presented, since its opening, as fair a prospect. Hundreds of laborers must be employed upon their construction, and they will give no little stimulus to trade, in articles of home consumption. Among the contemplated improvements, we notice the dock and warehouse of the St. Croix and Lake Superior Railroad Company, in East Superior; the dock is to be three hundred feet long by fifty wide, and the warehouse one hundred and ten feet front by forty feet deep. The Proprietors of Superior are constructing a very extensive dock on the river bank, opposite to the depot grounds of the railroad company. It commences on the bay front, about seven hundred feet from the mouth of the river, and runs from thence a distance of two thousand feet. It is to be fifty feet wide, and connected with the main land by a causeway at the foot of Robinson Avenue. A Ma-

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sonic hall has been partly erected on the corner of Third street and Stinson Avenue, to cost $7000. The Government lighthouse is commenced, for which an appropriation was made several years ago, of $15,000. The O. S. Presbyterian church, on Sixth street, is now under contract, to cost about $3500. It is proposed to erect a very large hotel in the vicinity of the Masonic Hall this summer, at a cost of $80,000. A company from New York have commenced a substantial pier at Detroit Avenue, and several entire blocks of stores are to be erected by Wm. H. Newton, and others. In addition to these improvements, at least three hundred buildings of different kinds are to be constructed on lots sold by the proprietors to settlers, in fulfilment of their contracts.

In addition to these statistics and facts, we would briefly mention some which relate to the intellectual and moral growth of Superior. The first public school was opened in a building erected for the purpose on Becker Avenue, near Fourth street, and shortly after another school-house was built near the Nemadji river; there is also a select school, under the control of a lady, which will doubtless grow into a female seminary. The first school opened with seventeen scholars; now there are about eighty in the three. The first Sabbath School was commenced in a room in Barstow block, with one teacher and three little girls. This school is now the Union Sabbath School of Superior, and embraces six teachers and thirty pupils. During the past summer, a second Sabbath School was formed in connection with the Episcopal church, having three teachers and twelve pupils.

The first church erected was in the summer of 1856, by the Episcopalians, on Second street, and is thirty feet by twenty-five. The New School Presbyterians have erected a church forty feet by twenty-five, and the Old School

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Presbyterians have commenced their building; it is to be seventy-five by thirty-five feet. The Roman Catholics have purchased a large and comfortable log building on Fourth street. The first minister came to the place in August, 1855; the second in November, 1855; the third in February, 1856; and the fourth in July, 1856. The denominations they represent are: Presbyterian (Old and New School), Methodist Episcopal,[1] and Episcopal. Each one has an organized church, although the membership is not large. These facts need no comment; they show conclusively that Superior is not destitute of two of the most essential elements in the growth and prosperity of any community — schools and churches.

In January, 1856, a number of persons connected with the Masonic fraternity met, and took preliminary steps toward the formation of a lodge in this town. In March the lodge was duly opened, under a dispensation from the Grand Lodge of Wisconsin, with ten members. At the present time it numbers about forty members, and is in a highly flourishing condition. The fraternity organized an association for the erection of a large and elegant hall, which is now partly finished.

MANUFACTURING AND INDUSTRIAL INTERESTS NECESSARY TO THE PRESENT AND FUTURE OF SUPERIOR.

The following comprises a *few* of the manufacturing and other interests needed to supply the wants of both present and future: — Iron foundries and machine shops; brick manufacturing, pressed or burnt; stone dressing by ma-

[1] The Rev. David Brook, Presiding Elder of St. Paul District, Minnesota Conference, delivered the first English Protestant sermon ever preached in Superior, in the spring of 1855, in what was then the carpenter shop of the Superior House, but now the bar-room.

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chinery;[1] agricultural tools of all kinds; freight and passenger cars; hat and cap, and boot and shoe manufacturing; sash and blind factories; planing mills; wagons, carts, wheelbarrows, &c., for farmers and railroads; steamboats, sail and row boats, &c. Superior and Douglas county also need, and will sustain, on an increased scale, nurseries, vegetable and flower gardens, seed stores, &c.

The settlement of Superior was unlike that of many other towns, not only in the Western, but in the Eastern States. Emigrants from the Atlantic cities, and from most points of the Western interior, came here principally on steamboats, and brought with them all the conveniences and comforts of civilized life; indeed, many of the luxuries were, in about *one week's time*, without toil, danger, or exposure, transported to their new homes, and in a few months they were surrounded with the appendages of civilization, and the blessings of law and society.

In the short space of three years, by the agency of steam, this wilderness at the extremity of Lake Superior was transformed into the settlements of a commercial and civilized people. Here are to be found stores of every description, and some of them will compare favorably with many in New York.

The settler has not to undergo, in this place, the privations that were endured by the pioneers of New England, or any of the Western States. The ground is easily cleared of timber, which is always greatly in demand; the quantity of wood disposed of yearly to the different steam-

[1] An inexhaustible quarry of fine blue granite was lately discovered at the head of the Bay of Superior, and is now being worked, to procure suitable stone for laying the foundations of the Government lighthouse. The blasts throw it off in large square blocks, about eight feet long and two wide; the quality appears to be superior to the best New Hampshire granite.

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boats is very great, beside that used by the St. Croix and Lake Superior Railroad. The productions of the soil meet with a ready market in Superior — mechanics, and others, who are enjoying high wages, will live well, on the best that can be obtained. The healthfulness of the climate is unrivalled; no ague, or chills and fevers, which are the terror of Indiana, Illinois, Iowa, and Kansas. In winter, no keen, cutting blasts sweep across the lake, as are experienced in the prairie States, nor does the snow fall to as great a depth. We make these statements to prove to those desirous of settling here, that the hardships, etc., so often mentioned by the newspapers in the Atlantic cities, to deter settlers from coming westward, are unknown in Superior.

The "Chronicle," in its remarks on the growth of this place, thus forcibly contrasts its present with its past history:

"It is a source of sincere gratification to those of our citizens who came here in the infant days of Superior, to contemplate the rapid progress it has made in the past two years, and the encouraging circumstances that now surround us. Three years ago last month, three of the present proprietors of the town, after encountering the trials and fatigues incident to a voyage through the almost pathless forest lying between here and St. Paul, arrived at the mouth of the Nemadji, and looked for the first time upon the broad expanse of water stretching far out before their delighted visions, and at the beautiful and capacious bay lying tranquilly at their feet. To the left was the present site of Superior, an unbroken forest. No work of art denoted the spot which nature had so admirably formed for a mighty city. To them, and to their associates, were entrusted this mission, and how faithfully they have performed it the present demonstrates.

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"Superior, among the towns on Lake Superior that have an actual existence, is the youngest, and yet one of the largest. Its growth, while it surpasses all others, has been healthy. No settlement on the lake has equalled it in developing the country adjacent, and none have been as successful in opening communication with the more thickly settled regions. These things have been accomplished in two years. What a mighty work for so short a period! In two years a dense forest has been transformed into a healthy, prosperous town, numbering at least *two hundred and fifty houses*, and a population exceeding *one thousand*. The brightest fancy of those pioneer men has been more than realized."

NEMADJI RIVER.

This beautiful stream divides the City of Superior into two nearly equal parts, East and West Superior. It is from twenty to thirty yards wide, and from three to ten feet deep, and unobstructed by rapids, excepting a few inconsiderable ones, which are easily ascended by canoes. On one of its tributaries copper ores have been discovered, in large quantities, and several companies are now engaged in mining, with fair prospects of success. Near the head waters of this river are extensive forests of the finest varieties of timber, and many lumbermen are employed in floating logs to Superior. The first saw-mill in operation was erected on its banks between Second and Third streets, and the first steamboat which ever ploughed its waters was the propeller Manhattan, Captain Spaulding, who ascended the river for several miles in 1855.

The country between the Nemadji and the St. Louis rivers is alluvial and heavily timbered. The land is mostly taken up by settlers, who have made considerable improvements, and some of the best farms near Superior are along

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its banks. There are still numerous excellent locations open to pre-emptors along the railroad. For the benefit of those who imagine that the soil of the Lake Superior country is unfit for cultivation, we subjoin several very interesting letters published in the "Chronicle," from persons who visited many of the settlers, for the purpose of obtaining information in regard to the quality of its soil, and its adaptation to raising grass and vegetables. It must be borne in mind, that the ground was broken up with the hoe, and only in one or two instances a plough was used, and the vegetables were merely raised by way of experiment.

William Mann, Esq., in a letter dated October 14, 1856, says:—"Feeling a strong interest in the progress of agriculture, I have made it my business to examine the crops on the Nemadji river, where, until this season, nothing was grown. I find about thirty acres planted in potatoes, which *average* one hundred and five bushels to the acre. The Messrs. Wright have about three acres of winter wheat, of a quality better than three-fourths of the wheat grown in the United States. They have raised, also, a good crop of oats. On the river there are crops of turnips, and ruta bagas, that cannot be beat in any part of the Union; and also of most kinds of garden vegetables. I measured onions, grown from *seed*, that were *thirteen inches in circumference*, and a crook-necked squash that measured *twenty-seven inches long by eleven in circumference;* oats, heavily-corned and fully ripe, *sixty inches in height*, and tomatoes weighing one pound each.

"We must bear in mind that, as yet, the crops have been put in with the hoe, and I know of but two small spots where the plough-share has touched the soil. We may call this the first year's planting, and it has been demonstrated that we can raise *large crops* of hay, wheat,

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oats, peas, beans, salad, radishes, cucumbers, turnips, beets, carrots, and parsnips."

Another correspondent, T. L. F., in a letter dated Oct. 21, 1856, says:— "I have taken the liberty of placing before you *a few reliable facts* concerning the progress which is being made upon claims on the banks of the Nemadji river *alone*, passing over, for the present, the "many openings" between this and the St. Louis river. During the past week I have visited all the claims (or, I might say, farms) upon the banks of the Nemadji, upon which clearings have been made and crops raised this year, and from a *close personal* examination of the same, and from information derived from the occupants, I am enabled to give you an accurate account of the different crops raised, the amount of each, and the number of acres cleared.

"I will first ask your attention to the claim of Mr. Patrick Fay. Here I found some twelve acres of land well cleared, and upon it three good hewn log houses, which are occupied by his mother, sisters, and three brothers. The amount of potatoes raised upon this place was three hundred and fifty bushels; turnips, about fifty bushels; and a small patch of beets and onions. The onions were raised from the seed, and the day I was there Mr. Fay pulled for me two that measured each *thirteen inches in circumference.*

"From this place I went about two miles down the river to the claim of Mr. T. L. Fitch, who has about eight acres under cultivation; he commenced clearing his land the first day of June, and, by the time it was ready to plant, the season was almost too far advanced; however, he has raised about sixty bushels of potatoes, and fifteen of turnips, besides eight tons of hay on a meadow near the river.

"The next claim, half a mile below, is the one upon which the 'old warehouse' of the American Fur Company

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stands. This house was used long ago by the Company for storing their supplies, but is now deserted, and in a very dilapidated condition. This claim is owned by Mr. James Wright, who has cut forty tons of hay from a meadow near the river.

"Two claims a short distance back from the Nemadji are worthy of notice. One of them, belonging to Mr. E. C. Clark, is a very promising farm, the land being well adapted to agricultural purposes; over five acres are cleared, on which he has raised sixty bushels of potatoes, besides a promising crop of oats and turnips, which were entirely destroyed by cattle, the fences having been broken down in several places.

"The next claim I visited was that of Mr. Daniel Wright. Here I found a farm in real earnest—over sixty acres of land cleared, and a great portion of it in crops. He has raised, of wheat, sixty bushels; of oats, thirty bushels; turnips, fifty bushels (some of them weighing ten pounds); parsnips, seventy-five bushels; potatoes, four hundred bushels; onions, two bushels; and hay, ten tons. This is the largest clearing in Nemadji township, and better land cannot be found anywhere. I have seen Mr. Wright dig a bushel of potatoes from seven hills, and I think the average of his crop will yield a bushel to every ten hills. From one hill he dug fifty-eight potatoes, and this, from new land, which has never been ploughed, I think is a very fair yield.

"From the Wrights I went to the claim of Mr. W. F. Robinson, who has a little over two acres cleared, on which he raised twenty-five bushels of potatoes, one hundred bushels of turnips, and two tons of hay.

"Adjoining Mr. Robinson is the claim of Mr. Wm. Crawford, who has two acres cleared, and cut eighteen tons of hay from one meadow on his place.

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"From this I visited the farm of Mr. Wm. E. Slayton. The river runs through this claim, and he has a house and a clearing on each side; upon one side eight acres are under cultivation, upon which were raised two hundred and fifty bushels of potatoes, nine hundred heads of cabbages, and fifty bushels of turnips. Crossing the river, I examined the other clearing of over three acres; here he had raised six hundred bushels of potatoes, and larger potatoes I never saw. On the 18th of June, Mr. Slayton planted some peas, beans, and corn, all of which came to maturity, and looked well. He also raised half a barrel of large and fine cucumbers, ten bushels of beets, five tons of hay, and small quantities of pumpkins, squashes, carrots, parsnips, vegetable oysters, lettuce, etc., for the sake of experiment, all of which came to maturity, and grew large and fine. One parsnip, which was pulled up for me last Saturday, measured thirty-two inches; this was not its entire length, as the end remained in the ground; a beet pulled at the same time measured twenty inches.

"The next place I visited was that of Mr. Ira F. Holt, who has eight acres of land cleared, on which he raised four hundred bushels of potatoes, one hundred and fifty of turnips, and two of tomatoes. He also cut sixteen tons of hay on one meadow.

"But I fear I am trespassing on your good nature, and will therefore close this for the present, although I have not yet spoken of Mr. Burbank's place, upon which he has raised a large crop of potatoes, turnips, pumpkins, etc., nor that of Mr. Nettleton, and others.

"From a recapitulation of these few claims, we find that of

Land cleared, there is	118 acres.
Bushels of potatoes raised	2130
" turnips	240

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Bushels of beets	20
" parsnips	75
" onions	12
" wheat	60
" oats	30
Heads of cabbage	950
Tons of hay cut	99

"You will perceive that potatoes and turnips are the principal crops raised—all the others being pretty much for the sake of experimenting."

Mr. F. H. Chasseur, horticulturist, in a letter dated March 24, 1857, says:—"Having, like many other fortune-seekers, travelled over all your great republic, I finally, by the advice of a gentleman of Kentucky, steered my course to Superior, where I found everything more satisfactory than I expected. I did not come to this place for the sake of speculation, but to get a home to proceed in the works of nature.

"Many times I have been astonished to hear individuals coming from still further northern climates say, "but it is no farming country." I would beg strangers not to judge the 'dog by his hair;' examine first, and you will find your error. The soil in and around Superior contains from ten to twenty-five per cent. of marl, and a far better *alkali* than we find in the animal manure, and a property you will not find in your black soil. Yes, gentlemen, in a soil like the one we have here, when properly worked, one is able to produce almost anything. I think, for my part, that in the many fine species of vegetables that were exhibited at your office last fall, we already have had satisfactory proof of this assertion. They were, indeed, a grand show; and far better than I have seen or raised myself in the older States, where I followed gardening for fourteen years. Farmers well know that snow is a fertilizer, and small grain protected during the winter months is sure of pro-

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ducing a good crop. Such is the case at Superior. Never in my days have I experienced a finer and more blessed winter; beneficial to the crops, yet protected from the rays of the sun, which would otherwise draw up the weak plants and expose them to the frosts at night, which is common in northern latitudes.

"The vegetable, as well as the floral kingdom, is richer here than in any latitude I ever met with before. Many rare and fine species I have seen in the wild state; and to my great surprise, one morning, while boating on the beautiful Nemadji, I found a new species of the yellow honeysuckle (caprifolium) adorning the banks of that stream. I shall never forget that morning, and the impression made upon my mind to see those beautiful banks, richly lined with shrubbery, and interspersed with trees of different sorts, so tastefully ordered. I have frequently met with the fine Tiger lily, and the pretty Aggeratus (the latter I saw last spring selling in New York at twenty-five cents each), Ranunculus, roses, and many a fine species of the Umbelito family. Plums, gooseberries (without mildew), strawberries, whortleberries, cranberries, and raspberries, grow everywhere throughout the woods, and as good as I ever saw in their cultivated state. Finer turnips—and the Swedish ruta baga with other kinds—I have never seen since I left Sweden. The potatoes grown here excel anything of the kind I have ever met with. They contain more starts, and are consequently more nutritious for human food. A specimen of wheat raised here was indeed a fair sample, and not the small and shrunken grain grown in other States, but full and plump. From my observations I confidently believe we will yet raise apples, peas, cherries, etc., because I say about this country as Mr. Cobbet expresses himself in his 'American Gardener' about Long

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Island, New York, 'When you see the blossom the fruit will follow.'

"The tiller of the soil abroad who wishes to get a healthy, rich, and cheap home, can, from the above statements, conclude whether or not to settle in Superior. Farmers are wanted here. Without them no country can exist."

THE ST. LOUIS RIVER.

This river rises in the northeastern part of Minnesota, and enters Lake Superior on the west. It is extremely rocky, and so full of sunken boulders and dangerous rapids that it never could be made navigable further up than Fond du Lac, which is twenty miles from the City of Superior. The action of its waters, and those of the lake, have formed a narrow strip of land, about seven miles in length, jutting out from the Minnesota shore, which, in connection with a similar point from the Wisconsin shore, in an opposite direction, forms the Bay of Superior. At the head of this bay the river again widens out into another bay of about the same size, which is called the Bay of St. Louis; from thence to Fond du Lac, the old trading-post of the Fur Company, the river is wide, and of sufficient depth to admit the passage of any of the craft which ply upon the lake. It is somewhat crooked, containing numerous islands, some wooded, and others covered with excellent grass, and fields of wild rice. The St. Louis flows through a rich alluvial bottom, from one to three miles in width, partly timbered, and partly covered with natural meadows. From the Bay of St. Louis to the falls, its northern shore is bold and rugged; the bluffs on the south side are similar to those of the north for several miles below the falls. Immense quantities of excellent stone, suitable for building purposes, and slate, are on its banks, and from the surface indications

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we would infer that valuable mineral ores abound. During the past winter the lumbermen have not been idle; the first raft consisted of *twenty-nine hundred* logs, and was towed by the steamboat James Carson, on the 24th of May, from near Fond du Lac to the Du Luth mill. Much of the land along this river is already occupied by settlers, and the productions raised for experiment will equal, if not surpass, in quality and size, those of any State in the Union. A great many specimens of vegetables, etc., were deposited at the office of the "Chronicle" for the purpose of exhibition. Among them were the following: a stalk of corn, eleven feet six inches long, bearing an ear fourteen inches in length, and well proportioned; it was the common yellow corn, and was raised from a grain picked up on Quebec pier; several *potatoes, weighing each two pounds.* Mr. D. Geo. Morrison contributed a sample of very large potatoes raised in St. Louis county, containing *forty-five to the bushel.* There were also many specimens of ruta baga turnips, weighing five, six, and nine pounds, and one of eleven pounds, which measured thirty-five inches in circumference.

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CHAPTER IV.

PRINCIPAL TOWNS CONTINUED—ONTONAGON—MARQUETTE—EAGLE RIVER—EAGLE HARBOR—COPPER HARBOR—BAYFIELD—LA POINTE—BAY CITY AND ASHLAND, ETC.

ONTONAGON, the largest mining depot, and the second town in size on Lake Superior, is situated at the mouth of the Ontonagon river. The most productive copper mine in the world, the Minnesota, which we have before described, and several other very promising ones, are but a short distance from this town. It has a population of about 1200, a large proportion of which are connected with the mines. During the past winter, there has been 690 feet added to the western side of the harbor, making the total length of the west pier 1175 feet. It will shortly receive another addition of 100 feet, which will carry it out into twelve feet water. The eastern pier has been also extended, and is now over 500 feet. We learn from the Ontonagon Miner of June 15, 1857, that the steamer "Mineral Rock" went out a few days previous with 123 tons of copper on board, and drawing over eight feet water; this is the legitimate effect of the recent improvement of the harbor. A new brick powder magazine is shortly to be erected on the river above Rose island; an improvement much needed, as the Ontonagon district uses over ten thousand kegs of powder yearly; and a new omnibus makes daily trips to the mines for the accommodation of the travelling public. Ontonagon will, in less than three years,

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be in connection with Milwaukee and Chicago by railroad; when these roads are completed, a new era will be opened in the history of Lake Superior mining, and the miners will be enabled to send copper to market at all seasons of the year. The value of the copper shipped from this port in 1856 exceeded $1,000,000.

MARQUETTE is one of the most important and flourishing towns on the lake, and is named in honor of one of the early French Jesuit explorers. It owes its importance to its iron mines, and may be appropriately called the iron city of Lake Superior. Many houses were erected last year, of neat and tasteful designs, besides four stores, a car factory for the Iron Mountain Railroad Company, an office for the Canal Company, an extensive pier, and the Marquette House has been enlarged and fitted up. The mines are a few miles back of the town, connected with it by a railroad, the first one completed on Lake Superior. The amount of iron shipped from this port, in 1856, was 20,538 gross tons, valued at $102,600. The facilities for taking out ore, and carrying it to the lake, are now such as will enable the various companies to mine upwards of 200,000 tons the present year. Immense quantities of marble have been discovered, of various shades of beauty, within four or five miles from the town, near the Iron Mountain Railroad; new varieties are constantly being brought to light, and as some of its most enterprising citizens are actively engaged in developing these quarries, there is no doubt that, in a year or two, a large trade will spring up with the Eastern cities. The late land grant from Government to the State of Michigan for railroad purposes, provides for two roads terminating at this place. These companies are now united with the Chicago, St. Paul, and Fond du Lac, and are actively at work at various points on the route between Marquette and Fond du Lac.

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The Marquette Journal of June 20, 1857, says: — "The number of buildings now in progress of erection is nearly double that of last year, while the railroad and manufacturing interests are contributing their mighty impulse to expand our dimensions and importance. At the Jackson mountain the miners have uncovered a perpendicular wall of some 160 feet in length and about 50 feet high. The ore thus exposed is of the very best quality, and, by putting in a large blast a quantity can be thrown out of from 100 to 1000 tons."

EAGLE RIVER. — This town, as a copper-mining depot, is second only to Ontonagon; it is situated on one of the loveliest spots on the shore, and possesses an excellent harbor. Six miles distant is the celebrated Cliff, North America, and several other mines. We visited the two former, and were astonished at the numbers of immense masses of pure copper, weighing from three to eight tons each, lying on the ground ready for shipment, and had the pleasure of seeing one weighing six tons hoisted out of the Cliff mine, These masses are somewhat unwieldy, and are carted from the mines to the lake, and then hoisted into the holds of steam propellers. The stamping mills are an object of interest to visitors; here the ore is well crushed and washed; it is then packed in kegs ready for shipment. In 1856, the value of the copper exported from Eagle River was estimated at about $1,000,000.

EAGLE HARBOR is steadily increasing in size, and in shipments from its copper mines. It has an excellent harbor, and is one of the usual stopping-places of the steamboats, on their way to and from the head of the lake.

COPPER HARBOR is situated on the eastern limits of the copper range; near it is Fort Wilkins, a place of delightful summer resort, of considerable reputation, under the direction of Dr. Livermore.

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BAYFIELD is situated on the shore of Lake Superior, opposite or near the Apostles' islands, in La Pointe county, Wisconsin, eighty miles below Superior. When we visited this place in June, 1856, not a house, or a clearing, marked the spot of the future city; now it has a population of several hundred inhabitants, many good substantial buildings, including a large hotel, a pier four hundred feet long, besides a large steam saw-mill, and a well-edited weekly newspaper, called the Bayfield Mercury. It is surrounded with a rich agricultural country, containing vast undeveloped resources of minerals, and the finest varieties of timber; it possesses a most excellent harbor, and is connected with St. Paul by a good wagon road. The Bayfield branch of the St. Croix and Lake Superior Railroad terminates here, and is now under survey. The traveller cannot help contrasting this young and rising place with the ancient settlement of La Pointe across the bay. One was settled by French, Half-Breeds, and Indians. But Bayfield shows plainly what the energy and activity of the American race can accomplish.

LA POINTE, one of the oldest towns in the Northwest, was first settled by the French Jesuits and traders in 1680. It is situated on Madeline, the largest of the Apostles' islands, four hundred and twenty miles west of the Sault Ste. Marie. The air of vigorous life belonging to the new settlement is wholly wanting here; everything looks old and worn out; the dilapidated pickets that formerly enclosed the place, its ruined fort, the old Fur Company's buildings, some of them still standing, and the lazy, careless air of the few French traders, and the half-breeds lounging about the wharves, present quite a sorrowful contrast with the bustle and business of many other points on Lake Superior.

Dr. Owen says:—"As a site for a town, and especially

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as a place of resort for health and pleasure, La Pointe offers advantages beyond any portion of the main land in Wisconsin. As a fishing station it is unrivalled. The bays and creeks of the numerous islands and main shore are amongst the best fishing-grounds on the whole lake for trout, siskawit, and white fish, or lake shad. It lies on a magnificent bay, nearly three miles across, and is capable of containing at anchor, secure from all winds, a numerous fleet of the largest class vessels. La Pointe was originally selected by the adventurous traders of the Northwest Fur Company, as the most eligible site for a depôt and trading-post in the Northwest Territory; and was, for a long time, their principal rendezvous, and the centre of their extensive and wide-spread operations. It is not only one of the most commanding and accessible situations on Lake Superior, but it presents one of the most agreeable and picturesque lake scenes the tourist can well imagine.

"Lake Superior has, at times, not only the varied interest, but the sublimity of a true ocean. Its blue, cold, transparent waters, undisturbed by tides, lie, during a calm, motionless and glassy as those of any small, secluded lake, reflecting, with perfect truth of form and color, the inverted landscape that slopes down to its smooth, sandy beach. But when this inland sea is stirred by the rising tempest, the long sweep of its waves, and the curling white-caps that crest its surface, give warning, not only to the light bark canoe, still much used along its shores, but also to sloop and schooner and lake steamer, to seek some sheltering haven. At such times, craft of every description may be seen running before the wind, or beating up against it, all making for the most favorite harbor on the lake — the sheltered bay of Madeline island."

La Pointe is often mentioned in connection with many of the early Jesuit missionaries. Here was the scene of

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the labors of Allouez, of the distinguished Marquette, and of an Indian battle between the warlike Dakotas and the Algonquins, in which the chapel of the Holy Spirit, erected by these devoted missionaries, was destroyed.

BAY CITY and ASHLAND are points of note a few miles from Bayfield, at the head of Chegwomigon Bay, and were laid out in the fall of 1856. Each has its pier, stores, and buildings, and possesses a commodious harbor, with a depth of water from twelve to thirty feet. In a few years they will be connected with Milwaukee and Chicago by railroads.

GRAND ISLAND CITY is opposite the island of the same name; its harbor is pronounced by Schoolcraft to be one of the best in America; it was recently laid out by a company formed in Philadelphia, who are actively at work constructing a pier, saw-mill, hotel, and other buildings, and opening a road to Little Bay de Noquet, on Green Bay, a distance of about forty miles.

BUCHANAN, BURLINGTON, ENCAMPMENT ISLAND, BEAVER BAY, ENDION, SAXON, HIAWATHA, and GRAND PORTAGE, are all flourishing towns on the north shore of Minnesota, and some of them numbering their hundreds of inhabitants.

DU LUTH, at the head of the Bay of Superior, is rapidly growing in importance; a large amount of lumber is manufactured here; it was laid out in 1856, and now contains several hundred inhabitants. Extensive quarries of fine blue granite have been discovered and worked recently, a short distance from this place, and as they lie about one hundred and fifty feet from the Bay of Superior, will be easily shipped to market. The discovery of this supply of stone will be the commencement of a new era in building in this section of country.

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CHAPTER V.

THE EARLY SETTLER OF LAKE SUPERIOR.

THE progress and prosperity of the new towns and settlements bordering on this magnificent lake have been almost marvellous; yet Nature has not been easily won, or her treasures gained without a contest worthy of their merits. Those who have viewed the first openings of some of these towns, must have been impressed with the comfortless, lonely, and even dreary look of the early settler's small log cabin. In the centre of a dense forest, the first footprints of civilization in this wilderness were to be recognized only by the felled trees and decaying boughs which mark the site of his labors to obtain a home in that distant wild. He seems not unlike the sinking mariner clinging in desperation to the wreck of a frail bark, beaten by the surging waves, which threaten every moment to engulf him. Every morning the same boundless forest greets his eye, and his only hope against its encompassing him forever, lies in the axe resting on his strong shoulder, and the indomitable courage and noble resolution throbbing in his bosom. His heart beats as he recognizes in the many beauties of nature by which his every step is surrounded, the beneficent hand of an All-wise Creator, who has guided his wandering feet to these highly-favored shores, and he resolves, by perseverance and industry, there to establish his home.

The settler has a cabin, though apparently cheerless and

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devoid of comfort; but he is contented, and even happy Every man is by nature a poet, and there is no path in life so rude and thorny that its miseries are not softened and its desolation gilded by poetry. "Hope springs eternal in the human breast," and stimulates him to new efforts. This little clearing on the picturesque and beautiful shores of this "Father of Lakes," which, to some, might appear almost unable to yield subsistence, is his home, and fancy has tinged, with her bright and glowing colors, the dreams of the early settler. As he gazes upon his small possession his heart swells in thankfulness to his Maker,

> "For there are thoughts which God alike has given
> To high and low—and these are thoughts of heaven."

He considers not its size; to him it encourages expectations of an extensive farm, fertile fields waving with golden grain, and hope adds, perhaps, an "Addition" to the future city. This poetical illusion, this dream of fancy, as you may style it, sustains him in his fatiguing labors, and contentment diffuses her bright and happy influence around his rude fireside.

Winter, in its cold cheerlessness, flies rapidly by, and, owing to the fine climate of Lake Superior, there are but few days in which he cannot toil in the open air. He is not annoyed by the piercing blast, rain, and sleet; it is true, earth is concealed by her beautiful covering of snow, but it serves to shield the tender corn he has planted from the destroying frost. But now the warmer air seems to predict the coming of lovely spring, and clothes in strange beauty his forest home. Twilight casts her softened beams over the waving forest, tinging it with the roseate hue of even. Near the cabin is seen the pioneer busy at his toil, and

> His axe rings sharply 'mid those forest shades,
> Which from creation towards the skies had tower'd
> In unshorn beauty.

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The laughing faces of his happy children speak peace and contentment; he has made himself a home in a dense wilderness, and it is the boast of his strength and manliness that here he will achieve the respectability of his family. He has heard the story of thousands of settlers in Wisconsin, who have been victorious in the same struggle with hardships, and he resolves to follow their noble example.

Spring has returned once more, bringing with it not only a new life to the earth, but also invigorating the strength of man. The ice king relaxes his iron grasp on the waters of the lake, and all nature smiles. Soon the sound of a bell is heard, and then a noble steamboat is seen ploughing the waves of this inland sea. Our settler receives with open arms the strangers, and bids them welcome to his cabin until they have made their "*claims.*" Thus every boat brings a full complement of emigrants — farmers, mechanics, laborers, speculators, etc., all busy and energetic; trees are cut down, houses are springing up on all sides, streets being cut out and graded, and a new town rapidly rises on the shores of this beautiful lake. The current of population still flows on to this favored spot. Now mark its progress; where the first lonely cabin of our friend the settler was situated, is now occupied by his own neat frame house; further on are rows of comfortable dwellings; here a saw-mill; there a church. One would think we were transported back to the days of "Aladdin," and his kind genius was moving about on the shores of Lake Superior. One of his dreams is accomplished — his "*claim*" is now included in the town; where he once toiled from morn till night to clear a few acres, is now selling at so much per lot; he sees himself growing richer every day with the growth of the town; the railroad bill is passed, and the road commenced a short distance from him. He cannot realize his good fortune; his children now are well dressed,

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and you meet their smiling faces on their way to the little log school-house. One would think that they had never known the hardships of a "pioneer life."

Winter comes again, and finds our friend snug and comfortable in his new house. The coldest winds may blow, the snow may fall, but what matter? All day long, and at night, huge fires are blazing in his hearth; his storehouse is filled abundantly with the good things of life. As he sits at his fireside, his thoughts revert to his native place—to the old homestead—to the days of his boyhood, when his father and himself toiled from morn till night, and barely eked out a subsistence, in one of the Eastern States. He well recollects the day he first heard of the Northwest —of Wisconsin—of Lake Superior—where thousands of acres were opened to pre-emption. It was hard to leave his childhood's home, but he had a young family of his own to look up to him. Shall he bring them up to poverty and want, or bid adieu to home and friends and try the Northwest? He emigrates; and now when he looks at his children, as they are playing about, and the dear partner of his life, his heart swells with thankfulness to the beneficent Creator of all things. He thanks Him, that he was born in a free and happy land, under the protection of such a government; for the pre-emption law, that protects the poor man, and enables him to have his own "vine and fig tree;" last of all, but not least, that his wandering steps were directed to these shores.

My readers, this is no fancy sketch, but a true picture of the life of many early settlers, not only on Lake Superior, but also in many other places in the Northwest. Here are golden opportunities opening every day to emigrants. Immense tracts of the finest land in the country are still open to pre-emption, and let no man say "I am

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too late," while he has land inviting, and the strong arm of the law protecting him. Should he want a market for his produce, here are steamboats and railroads at his very door. Let the example of this early settler induce others to do likewise, and reap, as he now does, the reward of his sagacity and enterprise.

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CHAPTER VI.

A TOUR — MILWAUKEE TO ST. PAUL — STEAMBOAT LIFE — SCENERY ON THE UPPER MISSISSIPPI — LAKE PEPIN — TOWNS — ST. PAUL — ITS IMPROVEMENTS, ETC. — CANOE VOYAGE ON THE ST. CROIX AND BRULÉ RIVERS TO THE CITY OF SUPERIOR.

As few travellers to the Northwest are now willing to retrace their steps before reaching the regions of the "Upper Mississippi," the falls of St. Anthony, and perhaps the newly-settled city at the head of Lake Superior, a short description of such a tour may not be without interest to some of my readers.[1]

Who would have supposed, even five years ago, that such an extended tour could be made, or that Lake Superior, which was then the Ultima Thule of American geography, would be traversed by tri-weekly lines of steamboats, laden with passengers and freight, in the year 1857? Yet these are the facts, and in three years, at the very farthest, a continuous line of railroad will reach from Milwaukee to St. Paul, the head of Lake Superior, and probably to the Pacific Ocean.

Very few Eastern people have a correct conception of the progress of the Northwest. The imagination of some is filled with visions of boundless prairies, with their rich soil and vegetation — a wide expanse of natural garden plot; others, again, picture to themselves lonely settlements

[1] For the table of distances, see p. 159.

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in dense forests, or Indian lodges on the banks of some rapid river. A very short time since Wisconsin was considered the far West; now its fertile prairies are beginning to be thickly dotted over with the comfortable homes of settlers, and its forests are rapidly disappearing before the demands of commerce. The few solitary Indians scattered about here and there, serve but to remind one of the past, and of the progress of the "pale faces."

Taking Milwaukee as the starting-point, the traveller is quickly carried over the Milwaukee and Mississippi Railroad, through some of the finest scenery and richest agricultural counties in Wisconsin. In a few hours, the beautiful city of Madison and the "Four Lakes" are passed, and the train enters the magnificent valley of the Wisconsin, which is about three miles wide, and runs nearly due west for forty miles. It is very level, and surrounded on either side with picturesque bluffs, rising to the height of from three to five hundred feet. Along this valley the train sweeps in fine style; the road is so direct and smooth, that the rate of thirty miles an hour is attained without the passengers being incommoded by the motion of the cars. At this speed Prairie du Chien, the terminus of the road, is soon reached. Here a first-class steamboat is awaiting the arrival of the train, and in a short time is rapidly ploughing the waters of this mighty river.

These steamboats are among the best in the country, the cabins spacious and elegant, the state-rooms commodious, and the tables equal to the ordinaries of the best hotels. The officers are not only accommodating, but particularly polite and hospitable, treating the passengers as their guests, and taking pains to render the voyage agreeable. A trip to St. Paul[1] on one of these boats often resembles a party of pleasure, and combines in its incidents much

[1] This trip to St. Paul has been made in 70 hours from New York.

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variety and no small degree of luxury. Large and cheerful parties thus meet, and, as they must necessarily be at least one day together, accommodate themselves to each other, and at night, when the spacious cabin is lighted up, enlivened by the merry notes of the piano or violin, and filled with well-dressed persons, engaged in the mazy dance, it seems more like a floating palace than a mere conveyance for travellers.

What a motley mixture compose the passengers on an "up river" steamboat. Here are persons going out to look at the country, and select homes for their families, travellers on business, and parties for pleasure, besides numerous emigrants. Many little episodes of life are daily occurring, strongly marked and full of interest. How many of those who come out to settle are incapable of enduring a brief pioneer experience! Even where the obstacles are lightest, and the goal nearest, there are many who have neither faith nor courage to meet them.

The scenery of the "Upper Mississippi" is truly magnificent; its charm consists in the succession of beautiful pictures presented to the eye; as soon as one disappears, another opens to the view. The bluffs on either side of the river constitute some of the most picturesque scenery in the world, often rising over two hundred feet above the water level, and remind one of huge fortifications in the distance. The rocks jutting out of the sides of some of them, appear to have been cut smooth by a sculptor's chisel; occasionally they rise to a sharp peak, the top and sides of which are thinly covered with trees of various kinds; at intervals the cabins of the settlers may be seen at the foot of some of these bluffs. The river, in many places, is full of islands, thickly wooded with willow and other trees, and shrubbery covered with vines.

About one hundred miles above Prairie du Chien the

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scenery changes from the beautiful and the picturesque to an aspect of grandeur; some of the bluffs rise to an altitude of over six hundred feet, thinly covered with trees, giving them a mysterious beauty, impossible to describe; about seventy miles above Winona, the river widens, and forms a beautiful sheet of water, called Lake Pepin, which is surrounded by high bluffs. At the entrance is seen one higher than the rest, standing out in bold relief, called the Maiden's Rock, or Cap des Sioux; from this rock, tradition informs us, Winona, the daughter of an Indian chief, precipitated herself, rather than marry one she could not love. If the steamboat enters this lake at the close of a clear summer's day, the view presented is truly sublime, and

> "Long shadows fall
> More darkly o'er the wave as day declines.
> Yet from the West a deeper glory shines,
> While every crested bluff and rocky height,
> Each moment varies in the kindling light
> To some new form of beauty—changing through
> All shades and colors of the rainbow's hue,
> 'The last still loveliest,' till the gorgeous day
> Melts in a flood of golden light away,
> And all is o'er."

But there are many important towns situated on the banks of this noble river, and some of them require at least a passing notice. La Crosse, the terminus of the La Crosse and Milwaukee Railroad, in 1853, contained some four or five stores, and perhaps fifty dwellings; now it is a thriving place, with over 5000 inhabitants. Winona, forty miles above, on the Minnesota shore, is another instance of rapid growth; last year over six hundred new buildings were erected, and the population now exceeds 4000. Red Wing, a few miles above, was settled about the same year, and has now a population of about 2000. Hastings,

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thirty-five miles below St. Paul, is a very thriving town, and its landing always displays a busy scene. Nininger City, seven miles above Hastings, was laid out by Messrs. John Nininger and Ignatius Donnelly, in the fall of 1856, and now contains about one hundred buildings and a population of at least five hundred. The sudden growth of this place shows what combination and concentrated effort can do to assist location. A few miles further is Kaposia, formerly called Crow Village, from being the residence of a band of Sioux Indians, who were removed two years ago by orders from Government.

Soon after leaving Kaposia, the beautiful panorama of St. Paul, the Diadem city of the Northwest, and its surrounding country, burst on the view. On a high bluff, on the eastern bank of the river, the city is seen spread out, with its conspicuous public buildings and churches, and numerous steamboats at its landing. Every American has heard of St. Paul; its rapid growth has caused great astonishment; this, however, none can adequately realize but those who have visited the place in its early days. He who saw this city as it was eight years ago, and sees it as it is now, might well conceive that nothing short of supernatural power could have produced the marvellous change. It was nought, however, but the miracle of American courage and perseverance, fostered under American institutions.

After an interval of four years, I revisited this rising metropolis; on arrival at the landing I observed that the bluff had been cut away, and the place where one formerly was obliged to climb a steep flight of steps to reach the street was now occupied by large stone warehouses. Along Third street the change was, if possible, more striking; nearly all the old frame houses were removed, and many handsome brick and stone stores filled their places. The First Presbyterian church remained as formerly, but its founder, that true

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friend of Minnesota, the Rev. E. D. Neill, no longer officiated; he has charge now of the new College lately erected by his efforts in "Upper Town." The Capitol building, the Winslow House, and the Central Presbyterian church, which I daily observed in process of construction, had been completed over two years. Nor had the march of improvement been confined only to this part of the city; the dense forest, which formerly covered what is now West St. Paul, on the opposite bank of the river, had been cleared off and laid out into town lots. Before these changes were made, the smoke of the approaching steamboat could be distinctly seen from Third street, above the tops of the trees, several hours before its arrival, and numbers used to hurry down to the landing to meet their friends; now so many boats arrive daily, that the only ones who appear interested in them are the drivers of the different hotel coaches, who congregate on the landing, loudly vociferating to the unfortunate travellers — Fuller House, Winslow, American, Snelling, &c.

Of the numerous Indians that formerly were to be seen in all parts of St. Paul, not one remained. They, too, had retreated before the march of improvement to the distant wilderness towards the setting sun. It was highly gratifying to me to find that so many of the "old residents" had increased in wealth along with the city, and that the pioneer newspapers, the St. Paul Pioneer and Democrat, and the Daily Minnesotian, had, from their altered appearance, also shared in the general prosperity. These papers are now published daily, and have an extensive circulation throughout the entire Union.

Were a stranger informed, on first arriving, that the greater part of the present site of this city could, *nine* years ago, have been purchased at $1·25 per acre, he would feel himself justified in believing his informant was im-

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posing upon his credulity; and when I compare the present St. Paul with the first sketch ever taken by an artist, from the opposite bank of the river, and which I placed in the hands of the engraver, I myself can hardly realize the change. Mr. Bond afterwards copied this lithograph, and it may be seen in his work on Minnesota and its Resources.

In 1849, when the Hon. Alexander Ramsey was appointed the first Governor of Minnesota, there was but a handful of people in the whole territory, and they principally Canadians and half-breeds; now the present population of St. Paul alone exceeds 15,000, and in 1856 the number of visitors arriving from January to July, at only four of its principal hotels, was 28,000. In 1849 there were 85 steamboat arrivals, and in 1856 they had increased to 837. Several railroads are now rapidly approaching, to connect it with the Eastern cities and Lake Superior.

Having always asserted that a great city would naturally spring up at the head of navigation on the Mississippi, and that another would also arise at the head of Lake Superior, in Wisconsin, and altogether disclaiming any consideration as a foreteller of future events, yet, let any one, if he can, now deny either fact.

We might proceed to describe the Fuller House, the largest hotel in the Northwest, the old Catholic church, from which St. Paul takes its name, the Historical Society's building, the Baldwin school, the numerous beautiful private residences, the gas works, the new bridge across the river, the famous cave, the pleasant afternoon drives to the Falls of St. Anthony and the lovely Minnehaha, Fort Snelling, the sailing and fishing on Lakes Minnetonka and White Bear, and many other objects of interest, which our limits will not allow. One little occurrence is worth mentioning; strolling along Fort street one evening, in company with several friends, as far as Winslow's

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Addition, we observed a German family, consisting of five persons, seated under a little arbor in the centre of their garden, each playing upon some musical instrument. We listened with great interest for some time, until the gathering shades of twilight admonished us to retrace our steps homeward, and then requested, at parting, one of their favorite airs; they complied, and played a most beautiful and touching German melody. The wife and mother appeared much affected, and with difficulty finished her part; her thoughts, evidently, were carried to the home of her childhood, so far away in the Old Fatherland.

VOYAGE ON THE ST. CROIX AND BRULÉ RIVERS TO LAKE SUPERIOR.

One pleasant morning in the month of June, a few friends of the author, tempted by the pleasing anticipations of hunting and fishing, left St. Paul for the City of Superior, by the way of the St. Croix river, preferring this as the most romantic route, affording them an opportunity of camping out, and ascending this river in canoes. The party consisted of seven persons, and, on arrival at the St. Croix Falls, found two bark canoes which had been sent from the lake to meet them, in charge of four *voyageurs*. The navigation here commenced; one voyageur, pole in hand, stood at each end, and the swiftness of the stream required them to exert great strength and dexterity to urge the light bark forward. The provisions, baggage, tent, and passengers, completely filled the canoes. After leaving St. Croix Falls, no houses were seen until Superior came in sight.

The party were obliged to camp at night, and landed to cook through the day. The Upper St. Croix is a beautiful stream, in romantic scenery surpassing the Mississippi; it has its source in a lake of considerable size, of the same

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name. There the company landed, each man carpet-bag in hand, to cross the portage, in order to reach the Brulé, or what is called on the map Burnt Wood, a distance of two miles, up hill all the way. The voyageurs carried over the canoes and provisions, and launched them again on this narrow stream, 800 feet above the waters of Lake Superior; its width at this point is about four feet, but widens and becomes more rapid in its descent, until the canoe has to be held back by the navigators. This little stream surpasses, if possible, the St. Croix in beauty; its banks are lined with verdure, and the trees and shrubbery in many places meeting overhead, form a continuous grove, through which the clear water meanders with a gentle murmur. Numerous adventures occurred on the route, and many porcupines, muskrats, deer, ducks, geese, sturgeon and trout were obtained, and after sundry picking, cleaning, &c., they at last found the way into the camp kettle, and were considered delicacies after living on salt pork. The porcupines and the rats, however, were left to the refined taste of the voyageurs, who soon made way with them.

After many exciting incidents, the voyage terminated at the City of Superior at 8 o'clock in the morning, having started from the last camp at 3 o'clock. The shore of the lake resembles the sea-side—sand, with the surf roaring and beating on it. When the canoes were upon the lake the billows were running at least three feet high, but the little vessels being of so light weight, and managed by skilful hands, they rode the waves in safety, and reached Superior after a twelve days' trip from St. Paul.

Here they found a large hotel — the Superior House — kept by Mr. J. H. Willard, and were delighted with the excellent fare and celebrated lake trout. After a few days pleasantly spent in this rising-city, they embarked on one of the floating palaces, and coasted along the north shore

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of Lake Superior to Isle Royale; then the steamboat directed her course towards the opposite shore, and soon arrived at the famous copper region, at each port taking in quantities of pure ore, both in "masses" and in barrels; thence her course was to the outlet of the lake, passing the "Pictured Rocks," against whose front the waves dash in storms with a continuous roar; shortly after doubled White Fish Point, and entered the St. Mary's river, passed through the far-famed Sault Ste. Marie Canal, and arrived at Mackinaw. At this point the party separated; some took steamboat for Chicago, others for Cleveland, and one or two the Collingwood boats, and returned to their homes via Canada and Niagara. They found the atmosphere of Lake Superior perfectly delightful, and its waters, during the entire voyage, perfectly calm, with not even a ripple to disturb its glassy-like appearance.

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MUNISING.*

A beautiful city of this name, signifying in the Chippewa language, "Grand Island," has been laid out on the east side of Grand Island Bay, and opposite the island of the same name in Lake Superior, one hundred miles west of the Sault Ste. Marie. It possesses a capacious, deep, well protected and easy accessible harbor, being six miles in length by four in width, with a depth of water of fifty feet, and an eastern and western entrance, perfectly land-locked by hills of from one to three hundred feet high, and is capacious enough to contain the entire fleet of the lakes. A road 38 miles in length has been opened, connecting Little Bay de Noquet, on Green Bay, with Munising, by which over 300 miles and two days time is saved in the communication between Lakes Superior and Michigan at these points, beside avoiding the intricate and often protracted route, via the Sault Ste. Marie. The country around Munising and between that point and Bay de Noquet, is fine farming land, well watered, rich, and heavily timbered with maple, beech, birch, hemlock, white and Norway pine, of extraordinary size. This is government land, open to entry at $1 25 per acre, and affords great inducements to those seeking homes in the north-west, as they are on a great *transit route*, intermediate between two markets, the upper lake, whose immense copper and iron interests require large supplies, and the lower lakes, to whose markets all the surplus productions of thousands of miles beyond look for their outlet.

* Formerly called Grand Island City.

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Munising is owned principally by a company of Philadelphians, who have erected several houses, a large and commodious hotel, wharf, etc., which will afford comfortable accommodations to the tourist, pleasure seeker, or the invalid. The climate of Lake Superior for the weak, infirm, or consumptive, is no longer a matter of supposition; astonishing cures having been effected by simply one summer's residence there. But its greatest attraction is the "Pictured Rocks," which commence at this point and extend east about ten miles, and are so called from the various forms and colors presented by the rocks forming the shore of the lake. These rocks are of fine laminated sandstone, rising from 150 to 300 feet above the water level, and received the name of "Pictured" from the brilliant colors formed from the oxides and sulphurets of metals, and vegetable fungi, which, by combination, form the most various pictures, and which, by the least imagination, assume the forms of ancient temples, religious processions, prairies, buffalo hunts, portraits, and humerous scenes, until one is almost persuaded he is looking upon the magnificent works of the ancient masters, and not of nature. Among these, cataracts, falls and rivulets, are pitching down in mighty volume, or dissipating their torrents into smoky mist.

Munising, from its position and harbor, is destined to be a place of importance, and offers great inducements to persons seeking to improve their fortunes in the north-west. Its position and harbor being the best on the lake, and the transit route across saving so much in time, distance and cost, will command the travel and light freight for all Lake Superior. The fisheries, lumber, and iron in its vicinity, will ere long create a commerce of vast importance and value.

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PART III.

APPENDIX.

CONSTITUTION OF WISCONSIN — STATE GOVERNMENT AND INSTITUTIONS — POST-OFFICES IN WISCONSIN — LIST OF NEWSPAPERS.

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APPENDIX.

CONSTITUTION OF WISCONSIN.

PREAMBLE.

We, the people of Wisconsin, grateful to Almighty God for our freedom, in order to secure its blessings, form a more perfect government, insure domestic tranquillity, and promote the general welfare, do establish this Constitution.

ARTICLE I.

DECLARATION OF RIGHTS.

Section 1. All men are born equally free and independent, and have certain inherent rights: among these are life, liberty, and the pursuit of happiness. To secure these rights, governments are instituted among men, deriving their just powers from the consent of the governed.

2. There shall be neithers lavery nor involuntary servitude in this State, otherwise than for the punishment of crime, whereof the party shall have been duly convicted.

3. Every person may freely speak, write and publish his sentiments on all subjects, being responsible for the abuse of that right, and no laws shall be passed to restrain or abridge the liberty of speech or of the press. In all criminal prosecutions or indictments for libel, the truth may be given in evidence; and if it shall appear to the jury that the matter charged as libellous be true, and was published with good motives, and for justifiable ends, the party shall be acquitted; and the jury shall have the right to determine the law and the fact.

4. The right of the people peaceably to assemble to consult for the common good, and to petition the government or any department thereof, shall never be abridged.

5. The right of trial by jury shall remain inviolate; and shall extend to all cases at law, without regard to the amount in controversy; but a jury trial may be waived by the parties in all cases, in the manner prescribed by law.

6. Excessive bail shall not be required, nor shall excessive fines be imposed, nor shall cruel and unusual punishments be inflicted.

7. In all criminal prosecutions, the accused shall enjoy the right to be heard by

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himself and counsel; to demand the nature and cause of the accusation against him; to meet the witnesses face to face; to have compulsory process to compel the attendance of witnesses in his behalf: and in prosecutions by indictment or information, to a speedy public trial by an impartial jury of the county or district wherein the offence shall have been committed, which county or district shall have been previously ascertained by law.

8. No person shall be held to answer for a criminal offence, unless on the presentment or indictment of a grand jury, except in cases of impeachment, or in cases cognizable by justices of the peace, or arising in the army or navy, or in the militia when in actual service in time of war or public danger; and no person, for the same offence, shall be put twice in jeopardy of punishment, nor shall be compelled in any criminal case to be a witness against himself. All persons shall, before conviction, be bailable by sufficient sureties, except for capital offences, when the proof is evident, or the presumption great; and the privilege of the writ of habeas corpus shall not be suspended unless when, in case of rebellion or invasion, the public safety may require.

9. Every person is entitled to a certain remedy in the laws, for all injuries or wrongs which he may receive in his person, property, or character; he ought to obtain justice freely, and without being obliged to purchase it; completely and without denial, promptly and without delay, conformably to the laws.

10. Treason against the State shall consist only in levying war against the same, or in adhering to its enemies giving them aid and comfort. No person shall be convicted of treason unless on the testimony of two witnesses to the same overt act, or on confession in open court.

11. The right of the people to be secure in their persons, houses, papers, and effects, against unreasonable searches and seizures, shall not be violated; and no warrant shall issue but upon probable cause, supported by oath or affirmation, and particularly describing the place to be searched, and the persons or things to be seized.

12. No bill of attainder, ex post facto law, nor any law impairing the obligation of contracts, shall ever be passed; and no conviction shall work corruption of blood or forfeiture of estate.

13. The property of no person shall be taken for public use without just compensation therefor.

14. All lands within the State are declared to be allodial, and feudal tenures are prohibited. Leases and grants of agricultural land, for a longer term than fifteen years, in which rent or service of any kind shall be reserved, and all fines and like restraints upon alienation, reserved in any grant of land, hereafter made, are declared to be void.

15. No distinction shall ever be made by law between resident aliens and citizens, in reference to the possession, enjoyment or descent of property.

16. No person shall be imprisoned for debt arising out of or founded on a contract, expressed or implied.

17. The privilege of the debtor to enjoy the necessary comforts of life shall be recognized by wholesome laws, exempting a reasonable amount of property from seizure or sale, for the payment of any debt or liability hereafter contracted.

18. The right of every man to worship Almighty God according to the dictates of his own conscience, shall never be infringed; nor shall any man be compelled to attend, erect, or support any place of worship, or to maintain any ministry, against his consent. Nor shall any control of, or interference with the rights of conscience be permitted, or any preference be given by law to any religious establishments, or

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modes of worship. Nor shall any money be drawn from the treasury for the benefit of religious societies, or religious or theological seminaries.

19. No religious tests shall ever be required as a qualification for any office of public trust, under the State; and no person shall be rendered incompetent to give evidence in any court of law or equity, in consequence of his opinions on the subject of religion.

20. The military shall be in strict subordination to the civil power.

21. Writs of error shall never be prohibited by law.

22. The blessings of a free government can only be maintained by a firm adherence to justice, moderation, temperance, frugality, and virtue, and by frequent recurrence to fundamental principles.

ARTICLE II.

BOUNDARIES.

SECTION 1. It is hereby ordained and declared that the State of Wisconsin doth consent and accept of the boundaries prescribed in the act of Congress entitled "An Act to enable the people of Wisconsin Territory to form a Constitution and State government, and for the admission of such State into the Union," approved August sixth, one thousand eight hundred and forty-six, to wit: Beginning at the north-east corner of the State of Illinois, that is to say, at a point in the centre of Lake Michigan, where the line of forty-two degrees and thirty minutes of north latitude crosses the same; thence, running with the boundary line of the State of Michigan, through Lake Michigan, Green Bay, to the mouth of Menomonee river; thence up the channel of the said river to the Brule river; thence up said last-mentioned river to Lake Brule; thence along the southern shore of Lake Brule, in a direct line to the centre of the channel between Middle and South island, in the Lake of the Desert; thence in a direct line to the head waters of the Montreal river, as marked upon the survey made by Captain Cram; thence down the main channel of the Montreal river to the middle of Lake Superior; thence through the centre of Lake Superior to the mouth of the St. Louis river; thence up the main channel of said river, to the first rapids in the same, above the Indian village, according to Nicollet's map; thence due south to the main branch of the river St. Croix; thence down the main channel of said river to the Mississippi; thence down the centre of the main channel of that river to the north-west corner of the State of Illinois; thence due east with the northern boundary of the State of Illinois, to the place of beginning, as established by "An Act to enable the people of the Illinois territory to form a Constitution and State government, and for the admission of such State into the Union on an equal footing with the original States," approved April eighteenth, one thousand eight hundred and eighteen. *Provided, however*, That the following alteration of the aforesaid boundary be, and hereby is, proposed to the Congress of the United States as the preference of the State of Wisconsin; and if the same shall be assented and agreed to by the Congress of the United States, then the same shall be and forever remain obligatory on the State of Wisconsin, viz.: Leaving the aforesaid boundary line at the foot of the rapids of St. Louis river; thence in a direct line, bearing south-westerly to the mouth of the Iskodewabo, or Rum river, where the same empties into the Mississippi river; thence down the main channel of the said Mississippi river, as prescribed in the aforesaid boundary.

2. The propositions contained in the Act of Congress are hereby accepted, ratified and confirmed, and shall remain irrevocable without the consent of the United States; and it is hereby ordained that this State shall never interfere with the pri-

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mary disposal of the soil within the same by the United States, nor with any regulations Congress may find necessary for securing the title in such soil to *bona fide* purchasers thereof; and no tax shall be imposed on land, the property of the United States; and in no case shall non-resident proprietors be taxed higher than residents. *Provided*, That nothing in this Constitution, or in the Act of Congress aforesaid, shall in any manner prejudice or affect the right of the State of Wisconsin to five hundred thousand acres of land granted to said State, and to be hereafter selected and located, by, and under the Act of Congress, entitled "An Act to appropriate the proceeds of the sales of the public lands, and grant pre-emption rights," approved September fourth, one thousand eight hundred and forty-one.

ARTICLE III.

SUFFRAGE.

SECTION 1. Every male person, of the age of twenty-one years or upwards, belonging to either of the following classes, who shall have resided in the State for one year next preceding any election, shall be deemed a qualified elector at such election:

First. White citizens of the United States.

Second. White persons, of foreign birth, who shall have declared their intention to become citizens, conformably to the laws of the United States on the subject of naturalization.

Third. Persons of Indian blood, who have once been declared, by law of Congress, to be citizens of the United States, any subsequent law of Congress to the contrary notwithstanding.

Fourth. Civilized persons of Indian descent, not members of any tribe. *Provided*, That the Legislature may at any time extend, by law, the right of suffrage to persons not herein enumerated; but no such law shall be in force until the same shall have been submitted to a vote of the people at a general election, and approved by a majority of all the votes cast at such election.

2. No person under guardianship, non compos mentis, or insane, shall be qualified to vote at any election; nor shall any person convicted of treason or felony be qualified to vote at any election, unless restored to civil rights.

3. All votes shall be given by ballot, except for such township officers as may, by law, be directed or allowed to be otherwise chosen.

4. No person shall be deemed to have lost his residence in this State by reason of his absence on business of the United States, or of this State.

5. No soldier, seaman, or marine, in the army or navy of the United States, shall be deemed a resident of this State in consequence of being stationed within the same.

6. Laws may be passed excluding from the right of suffrage all persons who have been, or may be, convicted of bribery or larceny, or of any infamous crime; and depriving every person who shall make, or become directly or indirectly interested in any bet or wager depending upon the result of any election, from the right to vote at such election.

ARTICLE IV.

LEGISLATIVE.

SECTION 1. The legislative power shall be vested in a Senate and Assembly.

2. The number of the members of the Assembly shall never be less than fifty-four, nor more than one hundred. The Senate shall consist of a number not more than one-third, nor less than one-fourth of the number of the members of the Assembly.

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3. The Legislature shall provide by law for an enumeration of the inhabitants of the State, in the year one thousand eight hundred and fifty-five, and at the end of every ten years thereafter; and at their first session after such enumeration, and also after each enumeration made by the authority of the United States, the Legislature shall apportion and district anew the members of the Senate and Assembly, according to the number of inhabitants, excluding Indians not taxed, and soldiers and officers of the United States army and navy.

4. The members of the Assembly shall be chosen annually by single districts, on the Tuesday succeeding the first Monday of November, by the qualified electors of the several districts; such districts to be bounded by county, precinct, town, or ward lines, to consist of contiguous territory, and be in as compact form as practicable.

5. The Senators shall be chosen by single districts of convenient contiguous territory, at the same time and in the same manner as members of the Assembly are required to be chosen; and no Assembly district shall be divided in the formation of a Senate district. The Senate districts shall be numbered in regular series, and the Senators chosen by the odd-numbered districts shall go out of office at the expiration of the first year, and the Senators chosen by the even-numbered districts shall go out of office at the expiration of the second year, and thereafter the Senators shall be chosen for the term of two years.

6. No person shall be eligible to the Legislature who shall not have resided one year within the State, and be a qualified elector in the district which he may be chosen to represent.

7. Each House shall be the judge of the elections, returns, and qualifications of its own members, and a majority of each shall constitute a quorum to do business; but a smaller number may adjourn from day to day, and may compel the attendance of absent members in such manner, and under such penalties, as each House may provide.

8. Each House may determine the rules of its own proceedings, punish for contempt and disorderly behavior, and, with the concurrence of two-thirds of all the members elected, expel a member; but no member shall be expelled a second time for the same cause.

9. Each House shall choose its own officers, and the Senate shall choose a temporary President, when the Lieutenant-Governor shall not attend as President, or shall act as Governor.

10. Each House shall keep a journal of its proceedings, and publish the same, except such parts as require secresy. The doors of each House shall be kept open, except when the public welfare shall require secresy. Neither House shall, without consent of the other, adjourn for more than three days.

11. The Legislature shall meet at the seat of government, at such time as shall be provided by law, once in each year, and not oftener, unless convened by the Governor.

12. No member of the Legislature shall, during the term for which he was elected, be appointed or elected to any civil office in the State, which shall have been created, or the emoluments of which shall have been increased during the term for which he was elected.

13. No person being a member of Congress, or holding any military or civil office under the United States, shall be eligible to a seat in the Legislature; and if any person shall, after his election as a member of the Legislature, be elected to Congress, or be appointed to any office, civil or military, under the Government of the United States, his acceptance thereof shall vacate his seat.

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14. The Governor shall issue writs of election to fill such vacancies as may occur in either House of the Legislature.

15. Members of the Legislature shall, in all cases, except treason, felony, and breach of the peace, be privileged from arrest; nor shall they be subject to any civil process during the session of the Legislature, nor for fifteen days next before the commencement, and after the termination of each session.

16. No member of the Legislature shall be liable, in any civil action or criminal prosecution whatever, for words spoken in debate.

17. The style of the laws of the State shall be, "The people of the State of Wisconsin represented in Senate and Assembly, do enact as follows:" and no law shall be enacted except by bill.

18. No private or local bill, which may be passed by the Legislature, shall embrace more than one subject, and that shall be expressed in the title.

19. Any bill may originate in either House of the Legislature, and a bill passed by one House may be amended by the other.

20. The yeas and nays of the members of either House, on any question, shall, at the request of one-sixth of those present, be entered on the journal.

21. Each member of the Legislature shall receive for his services, two dollars and fifty cents for each day's attendance during the session, and ten cents for every mile he shall travel in going to and returning from the place of the meeting of the Legislature, on the most usual route.

22. The Legislature may confer upon the boards of supervisors of the several counties of the State, such powers of a local, legislative, and administrative character as they shall from time to time prescribe.

23. The Legislature shall establish but one system of town and county government, which shall be as nearly uniform as practicable.

24. The Legislature shall never authorise any lottery, or grant any divorce.

25. The Legislature shall provide by law that all stationery required for the use of the State, and all printing authorised and required by them to be done for their use, or for the State, shall be let by contract to the lowest bidder; but the Legislature may establish a maximum price. No member of the Legislature, or other State officer, shall be interested, either directly or indirectly, in any such contract.

26. The Legislature shall never grant any extra compensation to any public officer, agent, servant, or contractor, after the services shall have been rendered or the contract entered into. Nor shall the compensation of any public officer be increased or diminished during his term of office.

27. The Legislature shall direct by law in what manner, and in what courts, suits may be brought against the State.

28. Members of the Legislature, and all officers, executive and judicial, except such inferior officers as may be by law exempted, shall, before they enter upon the duties of their respective offices, take and subscribe an oath or affirmation to support the Constitution of the United States, and the Constitution of the State of Wisconsin, and faithfully to discharge the duties of their respective offices to the best of their ability.

29. The Legislature shall determine what persons shall constitute the militia of the State, and may provide for organizing and disciplining the same, in such manner as shall be prescribed by law.

30. In all elections to be made by the Legislature, the members thereof shall vote *viva voce*, and their votes shall be entered on the journal.

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ARTICLE V.

EXECUTIVE.

SECTION 1. The executive power shall be vested in a Governor, who shall hold his office for two years. A Lieutenant-Governor shall be elected at the same time, and for the same term.

2. No person, except a citizen of the United States, and a qualified elector of the State, shall be eligible to the office of Governor, or Lieutenant-Governor.

3. The Governor and Lieutenant-Governor shall be elected by the qualified electors of the State, at the times and places of choosing members of the Legislature. The persons respectively having the highest number of votes for Governor and Lieutenant-Governor, shall be elected. But in case two or more shall have an equal and the highest number of votes for Governor or Lieutenant-Governor, the two Houses of the Legislature, at its next annual session, shall forthwith, by joint ballot, choose one of the persons so having an equal and the highest number of votes for Governor or Lieutenant-Governor. The returns of election for Governor and Lieutenant-Governor shall be made in such manner as shall be provided by law.

4. The Governor shall be Commander-in-chief of the military and naval forces of the State. He shall have power to convene the Legislature on extraordinary occasions; and in case of invasion, or danger from the prevalence of contagious disease at the seat of government, he may convene them at any other suitable place within the State. He shall communicate to the Legislature, at every session, the condition of the State, and recommend such matters to them for their consideration, as he may deem expedient. He shall transact all necessary business with the officers of the Government, civil and military. He shall expedite all such measures as may be resolved upon by the Legislature, and shall take care that the laws be faithfully executed.

5. The Governor shall receive, during his continuance in office, an annual compensation of one thousand two hundred and fifty dollars.

6. The Governor shall have power to grant reprieves, commutations, and pardons, after conviction, for all offences except treason and cases of impeachment, upon such conditions and with such restrictions and limitations as he may think proper, subject to such regulations as may be provided by law relative to the manner of applying for pardons. Upon conviction for treason, he shall have the power to suspend the execution of the sentence until the case shall be reported to the Legislature at its next meeting, when the Legislature shall either pardon, or commute the sentence, direct the execution of the sentence, or grant a further reprieve. He shall annually communicate to the Legislature each case of reprieve, commutation, or pardon granted, stating the name of the convict, the crime of which he was convicted, the sentence and its date, and the date of the commutation, pardon, or reprieve, with his reasons for granting the same.

7. In case of the impeachment of the Governor, or his removal from office, death, inability from mental or physical disease, resignation, or absence from the State, the powers and duties of the office shall devolve upon the Lieutenant-Governor, for the residue of the term, or until the Governor, absent or impeached, shall have returned, or the disability shall cease. But when the Governor shall, with the consent of the Legislature, be out of the State in time of war, at the head of the military force thereof, he shall continue Commander-in-chief of the military force of the State.

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8. The Lieutenant-Governor shall be President of the Senate, but shall have only a casting vote therein. If, during a vacancy in the office of Governor, the Lieutenant-Governor shall be impeached, displaced, resign, die, or from mental or physical disease become incapable of performing the duties of his office, or be absent from the State, the Secretary of State shall act as Governor until the vacancy shall be filled, or the disability shall cease.

9. The Lieutenant-Governor shall receive double the per diem allowance of members of the Senate, for every day's attendance as President of the Senate, and the same mileage as shall be allowed to members of the Legislature.

10. Every bill which shall have passed the Legislature shall, before it becomes a law, be presented to the Governor. If he approve, he shall sign it; but if not, he shall return it, with his objections, to that House in which it shall have originated, who shall enter the objections at large upon the journal, and proceed to reconsider it. If, after such reconsideration, two-thirds of the members present shall agree to pass the bill, it shall be sent, together with the objections, to the other House, by which it shall likewise be reconsidered, and if approved by two-thirds of the members present, it shall become a law. But in all such cases, the votes of both Houses shall be determined by yeas and nays, and the names of the members voting for or against the bill shall be entered on the journal of each House respectively. If any bill shall not be returned by the Governor within three days (Sundays excepted) after it shall have been presented to him, the same shall be a law, unless the Legislature shall, by their adjournment, prevent its return; in which case it shall not be a law.

ARTICLE VI

ADMINISTRATIVE.

SECTION 1. There shall be chosen, by the qualified electors of the State, at the times and places of choosing the members of the Legislature, a Secretary of State, Treasurer, and an Attorney-General, who shall severally hold their offices for the term of two years.

2. The Secretary of State shall keep a fair record of the official acts of the Legislature and Executive Department of the State, and shall, when required, lay the same and all matters relative thereto, before either branch of the Legislature. He shall be *ex officio* auditor, and shall perform such other duties as shall be assigned him by law. He shall receive, as a compensation for his services, yearly, such sum as shall be provided by law, and shall keep his office at the seat of government.

3. The powers, duties, and compensation of the Treasurer and Attorney-General shall be prescribed by law.

4. Sheriffs, coroners, registers of deeds, and district attorneys shall be chosen by the electors of the respective counties, once in every two years, and as often as vacancies shall happen. Sheriffs shall hold no other office, and be ineligible for two years next succeeding the termination of their offices. They may be required by law to renew their security from time to time; and in default of giving such new security, their offices shall be deemed vacant. But the county shall never be made responsible for the acts of the sheriff. The Governor may remove any officer in this section mentioned, giving to such officer a copy of the charges against him, and an opportunity of being heard in his defence.

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ARTICLE VII.

JUDICIARY.

SECTION 1. The court for the trial of impeachments shall be composed of the Senate. The House of Representatives shall have the power of impeaching all civil officers of this State, for corrupt conduct in office, or for crimes and misdemeanors; but a majority of all the members elected shall concur in an impeachment. On the trial of an impeachment against the Governor, the Lieutenant-Governor shall not act as a member of the court. No judicial officer shall exercise his office after he shall have been impeached, until his acquittal. Before the trial of an impeachment, the members of the court shall take an oath or affirmation truly and impartially to try the impeachment, according to evidence; and no person shall be convicted without the concurrence of two-thirds of the members present. Judgment in cases of impeachment shall not extend further than to removal from office, or removal from office and disqualification to hold any office of honor, profit, or trust, under the State; but the party impeached shall be liable to indictment, trial, and punishment, according to law.

2. The judicial power of this State, both as to matters of law and equity, shall be vested in a Supreme Court, Circuit Courts, Courts of Probate, and Justices of the Peace. The Legislature may also vest such jurisdiction as shall be deemed necessary in municipal courts, and shall have power to establish inferior courts in the several counties, with limited civil and criminal jurisdiction. *Provided*, That the jurisdiction which may be vested in municipal courts shall not exceed, in their respective municipalities, that of Circuit Courts, in their respective circuits, as prescribed in this Constitution: and that the Legislature shall provide as well for the election of judges of the municipal courts as of the judges of inferior courts, by the qualified electors of the respective jurisdictions. The term of office of the judges of the said municipal and inferior courts shall not be longer than that of the judges of the Circuit Court.

3. The Supreme Court, except in cases otherwise provided in this Constitution, shall have appellate jurisdiction only, which shall be coextensive with the State; but in no case removed to the Supreme Court, shall a trial by jury be allowed. The Supreme Court shall have a general superintending control over all inferior courts; it shall have power to issue writs of habeas corpus, mandamus, injunction, quo warranto, certiorari, and other original and remedial writs, and to hear and determine the same.

4. For the term of five years, and thereafter until the Legislature shall otherwise provide, the judges of the several Circuit Courts shall be judges of the Supreme Court, four of whom shall constitute a quorum, and the concurrence of a majority of the judges present shall be necessary to a decision. The Legislature shall have power, if they should think it expedient and necessary, to provide by law for the organization of a separate Supreme Court, with the jurisdiction and powers prescribed in this Constitution, to consist of one chief justice and two associate justices, to be elected by the qualified electors of the State, at such time and in such manner as the Legislature may provide. The separate Supreme Court, when so organized, shall not be changed or discontinued by the Legislature; the judges thereof shall be so classified that but one of them shall go out of office at the same time; and their term of office shall be the same as is provided for the judges of the Circuit Court. And whenever the Legislature may consider it necessary to establish a separate Supreme Court, they shall have power to reduce the number of Circuit Court

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judges to four, and subdivide the judicial circuits; but no such subdivision or reduction shall take effect until after the expiration of the term of some one of the said judges, or till a vacancy occur by some other means.

5. The State shall be divided into five judicial circuits, to be composed as follows: The first circuit shall comprise the counties of Racine, Walworth, Rock, and Green. The second circuit, the counties of Milwaukee, Waukesha, Jefferson, and Dane. The third circuit, the counties of Washington, Dodge, Columbia, Marquette, Sauk, and Portage. The fourth circuit, the counties of Brown, Manitowoc, Sheboygan, Fond du Lac, Winnebago, and Calumet. And the fifth circuit shall comprise the counties of Iowa, La Fayette, Grant, Crawford, and St. Croix; and the county of Richland shall be attached to Iowa, the county of Chippewa to the county of Crawford, and the county of La Pointe to the county of St. Croix, for judicial purposes, until otherwise provided by the Legislature.

6. The Legislature may alter the limits, or increase the number of circuits, making them as compact and convenient as practicable, and bounding them by county lines; but no such alteration or increase shall have the effect to remove a judge from office. In case of an increase of circuits, the judge or judges shall be elected as provided in this Constitution, and receive a salary not less than that herein provided for judges of the Circuit Court.

7. For each circuit there shall be a judge chosen by the qualified electors therein, who shall hold his office as is provided in this Constitution, and until his successor shall be chosen and qualified; and after he shall have been elected, he shall reside in the circuit for which he was elected. One of said judges shall be designated as chief justice, in such manner as the Legislature shall provide. And the Legislature shall, at its first session, provide by law, as well for the election of, as for classifying the judges of the Circuit Court, to be elected under this Constitution, in such manner that one of said judges shall go out of office in two years, one in three years, one in four years, one in five years, and one in six years; and thereafter the judge elected to fill the office shall hold the same for six years.

8. The Circuit Courts shall have original jurisdiction in all matters, civil and criminal, within this State, not excepted in this Constitution, and not hereafter prohibited by law, an appellate jurisdiction from all inferior courts and tribunals, and a supervisory control over the same. They shall also have the power to issue writs of habeas corpus, mandamus, injunction, quo warranto, certiorari, and all other writs necessary to carry into effect their orders, judgments, and decrees, and give them a general control over inferior courts and jurisdictions.

9. When a vacancy shall happen in the office of judge of the Supreme or Circuit Courts, such vacancy shall be filled by an appointment of the Governor, which shall continue until a successor is elected and qualified; and when elected, such successor shall hold his office the residue of the unexpired term. There shall be no election for a judge or judges at any general election for State or county officers, nor within thirty days either before or after such election.

10. Each of the judges of the Supreme and Circuit Courts shall receive a salary, payable quarterly, of not less than one thousand five hundred dollars annually; they shall receive no fees of office, or other compensation than their salaries; they shall hold no office of public trust, except a judicial office, during the term for which they are respectively elected; and all votes for either of them, for any office except a judicial office, given by the Legislature or the people, shall be void. No person shall be eligible to the office of judge, who shall not, at the time of his election, be a citizen of the United States, and have attained the age of twenty-five years, and be a qualified elector within the jurisdiction for which he may be chosen.

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11. The Supreme Court shall hold at least one term annually, at the seat of government of the State, at such time as shall be provided by law; and the Legislature may provide for holding other terms, and at other places, when they may deem it necessary. A Circuit Court shall be held at least twice in each year, in each county of this State, organized for judicial purposes. The judges of the Circuit Court may hold courts for each other, and shall do so when required by law.

12. There shall be a clerk of the Circuit Court chosen in each county organized for judicial purposes, by the qualified electors thereof, who shall hold his office for two years, subject to removal as shall be provided by law. In case of a vacancy, the judge of the Circuit Court shall have the power to appoint a clerk, until the vacancy shall be filled by an election. The clerk thus elected or appointed, shall give such security as the Legislature may require; and when elected, shall hold his office for a full term. The Supreme Court shall appoint its own clerk; and the clerk of a Circuit Court may be appointed clerk of the Supreme Court.

13. Any judge of the Supreme or Circuit Court may be removed from office by address of both Houses of the Legislature, if two-thirds of all the members elected to each House concur therein; but no removal shall be made by virtue of this section, unless the judge complained of shall have been served with a copy of the charges against him, as the ground of address, and shall have had an opportunity of being heard in his defence. On the question of removal, the ayes and noes shall be entered on the journals.

14. There shall be chosen in each county, by the qualified electors thereof, a judge of probate, who shall hold his office for two years, and until his successor shall be elected and qualified, and whose jurisdiction, powers and duties shall be prescribed by law: *Provided, however*, That the Legislature shall have power to abolish the office of judge of probate in any county, and to confer probate powers upon such inferior courts as may be established in said county.

15. The electors of the several towns, at their annual town meetings, and the electors of cities and villages, at their charter elections, shall, in such manner as the Legislature may direct, elect justices of the peace, whose term of office shall be for two years, and until their successors in office shall be elected and qualified. In case of an election to fill a vacancy occurring before the expiration of a full term, the justice elected shall hold for the residue of the unexpired term. Their number and classification shall be regulated by law. And the tenure of two years shall in no wise interfere with the classification in the first instance. The justices thus elected shall have such civil and criminal jurisdiction as shall be prescribed by law.

16. The Legislature shall pass laws for the regulation of tribunals of conciliation, defining their powers and duties. Such tribunals may be established in and for any township, and shall have power to render judgment, to be obligatory on the parties, when they shall voluntarily submit their matter in difference to arbitration, and agree to abide the judgment, or assent thereto in writing.

17. The style of all writs and process shall be, "The State of Wisconsin." All criminal prosecutions shall be carried on in the name and by the authority of the same; and all indictments shall conclude against the peace and dignity of the State.

18. The Legislature shall impose a tax on all civil suits commenced or prosecuted in the municipal, inferior, or Circuit Courts, which shall constitute a fund to be applied toward the payment of the salary of judges.

19. The testimony in causes in equity shall be taken in like manner as in cases at law; and the office of master in chancery is hereby prohibited.

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taken as security, when the sum due thereon shall have been paid. The commissioners shall have power to withhold from sale any portion of such lands when they shall deem it expedient, and shall invest all moneys arising from the sale of such lands, as well as all other university and school funds, in such manner as the Legislature shall provide, and shall give such security for the faithful performance of their duties as may be required by law.

ARTICLE XI.

CORPORATIONS.

SECTION 1. Corporations without banking powers or privileges may be formed under general laws, but shall not be created by special act, except for municipal purposes, and in cases where, in the judgment of the Legislature, the objects of the corporation cannot be attained under general laws. All general laws or special acts enacted under the provisions of this section may be altered or repealed by the Legislature at any time after their passage.

2. No municipal corporation shall take private property for public use against the consent of the owner, without the necessity thereof being first established by the verdict of a jury.

3. It shall be the duty of the Legislature, and they are hereby empowered to provide for the organization of cities and incorporated villages, and to restrict their power of taxation, assessment, borrowing money, contracting debts, and loaning their credit, so as to prevent abuses in assessments and taxation, and in contracting debts by such municipal corporations.

4. The Legislature shall not have power to create, authorize, or incorporate, by any general or special law, any bank or banking power or privilege, or any institution or corporation, having any banking power or privilege whatever, except as provided in this article.

5. The Legislature may submit to the voters, at any general election, the question of "bank or no bank;" and if, at any such election, a number of votes equal to a majority of all the votes cast at such election on that subject shall be in favor of banks, then the Legislature shall have power to grant bank charters, or to pass a general banking law, with such restrictions, and under such regulations, as they may deem expedient and proper for the security of the bill-holders: *Provided*, That no such grant or law shall have any force or effect until the same shall have been submitted to a vote of the electors of the State at some general election, and been approved by a majority of the votes cast on that subject at such election.

ARTICLE XII.

AMENDMENTS.

SECTION 1. Any amendment or amendments to this Constitution may be proposed in either House of the Legislature, and if the same shall be agreed to by a majority of the members elected to each of the two Houses, such proposed amendment or amendments shall be entered on their journals, with the yeas and nays taken thereon, and referred to the Legislature to be chosen at the next general election, and shall be published for three months previous to the time of holding such election. And if, in the Legislature so next chosen, such proposed amendment or

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penal laws, and all moneys arising from any grant to the State, where the purposes of such grant are not specified, and the five hundred thousand acres of land to which the State is entitled by the provisions of an Act of Congress entitled "An Act to appropriate the proceeds of the sales of the public lands, and to grant pre-emption rights," approved the fourth day of September, one thousand eight hundred and forty-one, and also the five *per centum* of the nett proceeds of the public lands to which the State shall become entitled on her admission into the Union (if Congress shall consent to such appropriation of the two grants last mentioned), shall be set apart as a separate fund, to be called the school fund, the interest of which, and all other revenues derived from the school lands, shall be exclusively applied to the following objects, to wit:

First. To the support and maintenance of common schools, in each school district, and the purchase of suitable libraries and apparatus therefor.

Second. The residue shall be appropriated to the support and maintenance of academies and normal schools, and suitable libraries and apparatus therefor.

3. The Legislature shall provide by law for the establishment of district schools, which shall be as nearly uniform as practicable; and such schools shall be free and without charge for tuition to all children between the ages of four and twenty years, and no sectarian instruction shall be allowed therein.

4. Each town and city shall be required to raise by tax, annually, for the support of common schools therein, a sum not less than one-half the amount received by such town or city respectively for school purposes, from the income of the school fund.

5. Provision shall be made by law for the distribution of the income of the school fund among the several towns and cities of the State, for the support of common schools therein, in some just proportion to the number of children and youth resident therein, between the ages of four and twenty years; and no appropriation shall be made from the school fund to any city or town, for the year in which said city or town shall fail to raise such tax, nor to any school district for the year in which a school shall not be maintained at least three months.

6. Provision shall be made by law for the establishment of a State university, at or near the seat of State Government, and for connecting with the same, from time to time, such colleges, in different parts of the State, as the interests of education may require. The proceeds of all lands that have been or may hereafter be granted by the United States to the State for the support of a university shall be and remain a perpetual fund, to be called the "university fund," the interest of which shall be appropriated to the support of the State university, and no sectarian instruction shall be allowed in such university.

7. The Secretary of State, Treasurer, and Attorney-General shall constitute a board of commissioners for the sale of the school and university lands, and for the investment of the funds arising therefrom. Any two of said commissioners shall be a quorum for the transaction of all business pertaining to the duties of their office.

8. Provision shall be made by law for the sale of all school and university lands, after they shall have been appraised; and when any portion of such lands shall be sold, and the purchase-money shall not be paid at the time of the sale, the commissioners shall take security by mortgage upon the land sold for the sum remaining unpaid, with seven per cent. interest thereon, payable annually at the office of the Treasurer. The commissioners shall be authorized to execute a good and sufficient conveyance to all purchasers of such lands, and to discharge any mortgages

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continues, or renews a tax, or creates a debt or charge, or makes, continues, or renews an appropriation of public or trust money, or releases, discharges, or commutes a claim or demand of the State, the question shall be taken by yeas and nays, which shall be duly entered on the journal; and three-fifths of all the members elected to such House shall, in all such cases, be required to constitute a quorum therein.

9. No scrip, certificate, or other evidence of State debt whatsoever, shall be issued, except for such debts as are authorized by the sixth and seventh sections of this article.

10. The State shall never contract any debt for works of internal improvement, or be a party in carrying on such works; but whenever grants of land or other property shall have been made to the State, especially dedicated by the grant to particular works of internal improvement, the State may carry on such particular works, and shall devote thereto the avails of such grants, and may pledge or appropriate the revenues derived from such works in aid of their completion.

ARTICLE IX.

EMINENT DOMAIN AND PROPERTY OF THE STATE.

SECTION 1. The State shall have concurrent jurisdiction on all rivers and lakes bordering on this State, so far as such rivers or lakes shall form a common boundary to the State, and any other State or Territory now or hereafter to be formed and bounded by the same. And the river Mississippi and the navigable waters leading into the Mississippi and St. Lawrence, and the carrying places between the same, shall be common highways, and forever free, as well to the inhabitants of the State, as to the citizens of the United States, without any tax, impost, or duty therefor.

2. The title to all lands and other property which have accrued to the Territory of Wisconsin, by grant, gift, purchase, forfeiture, escheat, or otherwise, shall vest in the State of Wisconsin.

3. The people of the State, in their right of sovereignty, are declared to possess the ultimate property in and to all lands within the jurisdiction of the State; and all lands, the title to which shall fail from a defect of heirs, shall revert or escheat to the people.

ARTICLE X.

EDUCATION.

SECTION 1. The supervision of public instruction shall be vested in a State Superintendent, and such other officers as the Legislature shall direct. The State Superintendent shall be chosen by the qualified electors of the State, in such manner as the Legislature shall provide; his powers, duties, and compensation shall be prescribed by law. *Provided*, That his compensation shall not exceed the sum of twelve hundred dollars annually.

2. The proceeds of all lands that have been or hereafter may be granted by the United States to this State, for educational purposes (except the lands heretofore granted for the purposes of a university), and all moneys and the clear proceeds of all property that may accrue to the State by forfeiture or escheat, and all moneys which may be paid as an equivalent for exemption from military duty, and the clear proceeds of all fines collected in the several counties for any breach of the

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20. Any suitor in any court of this State shall have the right to prosecute or defend his suit either in his own proper person, or by an attorney or agent of his choice.

21. The Legislature shall provide by law for the speedy publication of all statute laws, and of such judicial decisions made within the State, as may be deemed expedient. And no general law shall be in force until published.

22. The Legislature, at its first session after the adoption of this Constitution, shall provide for the appointment of three commissioners, whose duty it shall be to inquire into, revise and simplify the rules of practice, pleadings, forms, and proceedings, and arrange a system adapted to the courts of record of this State, and report the same to the Legislature, subject to their modification and adoption; and such commission shall terminate upon the rendering of the report, unless otherwise provided by law.

23. The Legislature may provide for the appointment of one or more persons in each organized county, and may vest in such persons such judicial powers as shall be prescribed by law: *Provided*, That said power shall not exceed that of a judge of the Circuit Court at Chambers.

ARTICLE VIII.

FINANCE.

SECTION 1. The rule of taxation shall be uniform, and taxes shall be levied upon such property as the Legislature shall prescribe.

2. No money shall be paid out of the treasury, except in pursuance of an appropriation by law.

3. The credit of the State shall never be given or loaned in aid of any individual, association, or corporation.

4. The State shall never contract any public debt, except in the cases and manner herein provided.

5. The Legislature shall provide for an annual tax sufficient to defray the estimated expenses of the State for each year; and whenever the expenses of any year shall exceed the income, the Legislature shall provide for levying a tax for the ensuing year, sufficient, with other sources of income, to pay the deficiency, as well as the estimated expenses of such ensuing year.

6. For the purpose of defraying extraordinary expenditures, the State may contract public debts; but such debts shall never, in the aggregate, exceed one hundred thousand dollars. Every such debt shall be authorized by law, for some purpose or purposes to be distinctly specified therein; and the vote of a majority of all the members elected to each House, to be taken by yeas and nays, shall be necessary to the passage of such law; and every such law shall provide for levying an annual tax sufficient to pay the annual interest of such debt, and the principal within five years from the passage of such law, and shall specially appropriate the proceeds of such taxes to the payment of such principal and interest; and such appropriation shall not be repealed, nor the taxes be postponed or diminished, until the principal and interest of such debt shall have been wholly paid.

7. The Legislature may also borrow money to repel invasion, suppress insurrection, or defend the State in time of war; but the money thus raised shall be applied exclusively to the object for which the loan was authorized, or to the repayment of the debt thereby created.

8 On the passage, in either House of the Legislature, of any law which imposes,

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amendments shall be agreed to by a majority of all the members elected to each House, then it shall be the duty of the Legislature to submit such proposed amendment or amendments to the people, in such manner and at such time as the Legislature shall prescribe; and if the people shall approve and ratify such amendment or amendments by a majority of the electors voting thereon, such amendment or amendments shall become part of the Constitution: *Provided*, That if more than one amendment be submitted, they shall be submitted in such manner that the people may vote for or against such amendments separately.

2. If at any time a majority of the Senate and Assembly shall deem it necessary to call a convention to revise or change this Constitution, they shall recommend to the electors to vote for or against a convention at the next election for members of the Legislature; and if it shall appear that a majority of the electors voting thereon have voted for a convention, the Legislature shall, at its next session, provide for calling such convention.

ARTICLE XIII.

MISCELLANEOUS PROVISIONS.

SECTION 1. The political year for the State of Wisconsin shall commence on the first Monday in January in each year, and the general election shall be holden on the Tuesday succeeding the first Monday in November in each year.

2. Any inhabitant of this State who may hereafter be engaged, either directly or indirectly, in a duel, either as principal or accessary, shall forever be disqualified as an elector, and from holding any office under the Constitution and laws of this State, and may be punished in such other manner as shall be prescribed by law.

3. No member of Congress, nor any person holding any office of profit or trust under the United States (postmasters excepted), or under any foreign power; no person convicted of any infamous crime in any court within the United States, and no person being a defaulter to the United States, or to this State, or to any county or town therein, or to any State or Territory within the United States, shall be eligible to any office of trust, profit, or honor in this State.

4. It shall be the duty of the Legislature to provide a great seal for the State, which shall be kept by the Secretary of State; and all official acts of the Governor, his approbation of the laws excepted, shall be thereby authenticated.

5. All persons residing upon Indian lands within any county of the State, and qualified to exercise the right of suffrage under this Constitution, shall be entitled to vote at the polls which may be held nearest their residence, for State, United States, or county officers: *Provided*, That no person shall vote for county officers out of the county in which he resides.

6. The elective officers of the Legislature, other than the presiding officers, shall be a chief clerk, and a sergeant-at-arms, to be elected by each House

7. No county with an area of nine hundred square miles or less, shall be divided, or have any part stricken therefrom, without submitting the question to a vote of the people of the county, nor unless a majority of all the legal voters of the county voting on the question, shall vote for the same.

8. No county seat shall be removed until the point to which it is proposed to be removed shall be fixed by law, and a majority of the voters of the county, voting on the question, shall have voted in favor of its removal to such point.

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9. All county officers whose election or appointment is not provided for by this Constitution, shall be elected by the electors of the respective counties, or appointed by the boards of supervisors or other county authorities, as the Legislature shall direct. All city, town, and village officers, whose election or appointment is not provided for by this Constitution, shall be elected by the electors of such cities, towns, and villages, or of some division thereof, or appointed by such authorities thereof, as the Legislature shall designate for that purpose. All other officers whose election or appointment is not provided for by this Constitution, and all officers whose offices may hereafter be created by law, shall be elected by the people, or appointed as the Legislature may direct.

10. The Legislature may declare the cases in which any office shall be deemed vacant, and also the manner of filling the vacancy where no provision is made for that purpose, in this Constitution.

ARTICLE XIV.

SCHEDULE.

SECTION 1. That no inconvenience may arise by reason of a change from a territorial to a permanent State Government, it is declared that all rights, actions, prosecutions, judgments, claims, and contracts, as well of individuals as of bodies corporate, shall continue as if no such change had taken place; and all process which may be issued under the authority of the Territory of Wisconsin, previous to its admission into the Union of the United States, shall be as valid as if issued in the name of the State.

2. All laws now in force in the territory of Wisconsin, which are not repugnant to this Constitution, shall remain in force until they expire by their own limitation, or be altered or repealed by the Legislature.

3. All fines, penalties, or forfeitures accruing to the Territory of Wisconsin, shall enure to the use of the State.

4. All recognizances heretofore taken, or which may be taken before the change from a Territorial to a permanent State Government, shall remain valid, and shall pass to, and may be prosecuted in the name of the State; and all bonds executed to the Governor of the Territory, or to any other officer or court, in his or their official capacity, shall pass to the Governor or the State authority, and their successors in office, for the uses therein respectively expressed, and may be sued for and recovered accordingly; and all the estate or property, real, personal, or mixed, and all judgments, bonds, specialities, choses in action, and claims or debts of whatsoever description, of the Territory of Wisconsin, shall enure to and vest in the State of Wisconsin, and may be sued for and recovered in the same manner, and to the same extent, by the State of Wisconsin, as the same could have been by the Territory of Wisconsin. All criminal prosecutions and penal actions which may have arisen, or which may arise before the change from a Territorial to a State Government, and which shall then be pending, shall be prosecuted to judgment and execution in the name of the State. All offences committed against the laws of the Territory of Wisconsin, before the change from a Territorial to a State Government, and which shall not be prosecuted before such change, may be prosecuted in the name and by the authority of the State of Wisconsin, with like effect as though such change had not taken place; and all penalties incurred shall remain the same as if this Constitution had not been adopted. All actions at law, and suits in equity,

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which may be pending in any of the courts of the Territory of Wisconsin, at the time of the change from a Territorial to a State Government, may be continued and transferred to any court of the State which shall have jurisdiction of the subject matter thereof.

5. All officers, civil and military, now holding their offices under the authority of the United States, or of the Territory of Wisconsin, shall continue to hold and exercise their respective offices until they shall be superseded by the authority of the State.

6. The first session of the Legislature of the State of Wisconsin shall commence on the first Monday in June next, and shall be held at the village of Madison, which shall be and remain the seat of Government until otherwise provided by law.

7. All county, precinct, and township officers, shall continue to hold their respective offices, unless removed by the competent authority, until the Legislature shall, in conformity with the provisions of this Constitution, provide for the holding of elections to fill such offices respectively.

8. The President of this convention shall, immediately after its adjournment, cause a fair copy of this Constitution, together with a copy of the act of the Legislature of this Territory, entitled "An Act in relation to the formation of a State Government in Wisconsin, and to change the time of holding the annual session of the Legislature," approved October twenty-seventh, one thousand eight hundred and forty-seven, providing for the calling of this convention, and also a copy of so much of the last census of this Territory as exhibits the number of its inhabitants, to be forwarded to the President of the United States, to be laid before the Congress of the United States at its present session.

9. This Constitution shall be submitted, at an election to be held on the second Monday in March next, for ratification or rejection, to all white male persons of the age of twenty-one years or upwards, who shall then be residents of this Territory and citizens of the United States, or shall have declared their intention to become such in conformity with the laws of Congress on the subject of naturalization; and all persons having such qualifications shall be entitled to vote for or against the adoption of this Constitution, and for all officers first elected under it. And if the Constitution be ratified by the said electors, it shall become the Constitution of the State of Wisconsin. On such of the ballots as are for the Constitution, shall be written or printed the word "yes;" and on such as are against the Constitution, the word "no." The election shall be conducted in the manner now prescribed by law, and the returns made by the clerks of the boards of supervisors or county commissioners (as the case may be) to the Governor of the Territory, at any time before the tenth day of April next. And in the event of the ratification of this Constitution, by a majority of all the votes given, it shall be the duty of the Governor of this Territory to make proclamation of the same, and to transmit a digest of the returns to the Senate and Assembly of the State, on the first day of their session. An election shall be held for Governor and Lieutenant-Governor, Treasurer, Attorney-General, members of the State Legislature, and members of Congress, on the second Monday of May next, and no other or further notice of such election shall be required.*

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*The Constitution being partially revised, we omit sections 10, 11, 12, 14, and the resolutions.

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13. Such parts of the common law as are now in force in the Territory of Wisconsin, not inconsistent with this Constitution, shall be and continue part of the law of this State, until altered or suspended by the Legislature.

15. The oath of office may be administered by any Judge or Justice of the Peace, until the Legislature shall otherwise direct.

In testimony whereof we have hereunto set our hands, at Madison, the first day of February, A. D., eighteen hundred and forty-eight.

MORGAN L. MARTIN, President.

THOMAS McHUGH, Secretary.

CIVIL DIVISIONS OF THE STATE OF WISCONSIN.*

CONGRESSIONAL DISTRICTS.

The State is divided into three Congressional Districts, composed of Counties, as follows:—

1st. Kenosha, Milwaukee, Racine, Walworth, and Waukesha.

2d. Adams, Bad Axe, Buffalo, Burnett, Chippewa, Clark, Crawford, Dane, Douglas, Dunn, Eau Claire, Grant, Green, Iowa, Jackson, Juneau, La Crosse, La Fayette, La Pointe, Marathon, Monroe, Pierce, Polk, Portage, Richland, Rock, St. Croix, Trempealeau, and Wood.

3d. Brown, Calumet, Columbia, Dodge, Door, Fond du Lac, Jefferson, Kewaunee, Manitowoc, Marquette, Oconto, Outagamie, Ozaukee, Shawanaw, Sheboygan, Washington, Waupacca, Waushara, and Winnebago.

JUDICIAL CIRCUITS.

The State is divided into ten Judicial Circuits, as follows:—

1st. Comprises the counties of Racine, Walworth, Rock, Green, and Kenosha.

2d. Milwaukee and Waukesha.

3d. Dodge, Marquette, Ozaukee, and Washington.

4th. Calumet, Fond du Lac, Manitowoc, Sheboygan, and Winnebago.

5th. Grant, Iowa, La Fayette, and Richland.

6th. Bad Axe, Buffalo, Clark, Crawford, Jackson, La Crosse, Monroe, and Trempealeau.

7th. Adams, Juneau, Marathon, Portage, Waupacca, Waushara, and Wood.

8th. Burnett, Chippewa, Douglas, Dunn, Eau Claire, La Pointe, Pierce, Polk, and St. Croix.

9th. Columbia, Dane, Jefferson, and Sauk.

10th. Brown, Door, Kewaunee, Oconto, Outagamie, and Shawanaw.

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* From the Official Report of June 15, 1857.

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SENATE DISTRICTS.

There are thirty Senatorial Districts in this State; each District elects one State Senator. The Constitution prescribes that "the Senators chosen by the odd-numbered Districts shall go out of office at the expiration of the first year, and the Senators chosen by the even-numbered Districts shall go out of office at the expiration of the second year, and thereafter the Senators shall be chosen for the term of two years." Consequently, only one-half are elected each year, alternately, excepting in case of vacancy, or when new districts are organized.

The Senate Districts are constituted as follows:—

1st. The county of Sheboygan.

2d. The counties of Brown, Door, Kewaunee, Outagamie, and Shawanaw.

3d. The county of Ozaukee.

4th. The county of Washington.

5th. The first, second, sixth, and seventh wards of the city of Milwaukee, and the towns of Milwaukee and Granville, in the county of Milwaukee.

6th. The third, fourth, and fifth wards of the city of Milwaukee, and the towns of Wauwatosa, Greenfield, Lake, Oak Creek, and Franklin, in the county of Milwaukee.

7th. The county of Racine.

8th. The county of Kenosha.

9th. The counties of Sauk, Adams, and Juneau.

10th. The county of Waukesha.

11th. The towns of Windsor, Bristol, York, Burke, Sun Prairie, Medina, Blooming Grove, Cottage Grove, Deerfield, Verona, Fitchburg, Dunn, Pleasant Spring, Christiana, Montrose, Oregon, Rutland, Dunkirk, and Albion, in the county of Dane.

12th. The county of Walworth.

13th. The county of La Fayette.

14th. The towns of Portland, Shields, Emmet, Lebanon, Ashippun, Waterloo, Milford, Watertown, Ixonia, and the city of Watertown in the county of Jefferson.

15th. The counties of Iowa and Richland.

16th. The county of Grant.

17th. The towns of Janesville, Rock, Fulton, Porter, Center, Plymouth, Newark, Avon, Spring Valley, Magnolia, Union, and the city of Janesville, in the county of Rock.

18th. The towns of Beloit, Turtle, Clinton, Bradford, La Prairie, Harmony, Johnstown, Lima, Milton, and the city of Beloit, in the county of Rock.

19th. The counties of Manitowoc and Calumet.

20th. The county of Fond du Lac.

21st. The county of Winnebago.

22d. The county of Dodge.

23d. The towns of Lake Mills, Aztalan, Farmington, Concord, Oakland, Jefferson,

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Hebron, Sullivan, Koshkonong, Cold Spring, and Palmyra, in the county of Jefferson.

24th. The county of Green.

25th. The county of Columbia.

26th. The towns of Roxbury, Dane, Vienna, Black Earth, Berry, Springfield, Westport, Vermont, Cross Plains, Middleton, Madison, Blue Mounds, Springdale, Perry, Primrose, and the city of Madison, in the county of Dane.

27th. The counties of Portage, Wood, Marathon, Waupacca, and Waushara.

28th. The counties of Douglas, La Pointe, Polk, Chippewa, Eau Claire, St. Croix, Pierce, Dunn, Burnett, and Clarke.

29th. The county of Marquette.

30th. The counties of Crawford, Buffalo, Trempeleau, Bad Axe, Monroe, La Crosse, and Jackson.

ASSEMBLY DISTRICTS.*

Adams and Juneau counties, one district.

Bad Axe and Crawford counties, one district.

Brown county, one district.

Buffalo, Jackson, and Trempeleau counties, one district.

Burnett, Douglas, La Pointe, Polk, and St. Croix counties, one district.

Calumet county, one district.

Chippewa, Clark, Dunn, and Pierce counties, one district.

Columbia county, three districts:—

1st. The towns of Caledonia, Dekorah, Lewiston, Lodi, Newport, Pacific, Portage City, and West Point.

2d. Arlington, Columbus, Fountain Prairie, Hampden, Leeds, Lowville, and Otsego.

3d. Courtland, Fort Winnebago, Marcellon, Randolph, Scott, Springville, and Wyocena.

Dane county, six districts:—

1st. Towns of Albion, Dunkirk, Christiana, Rutland, and Pleasant Spring.

2d. Bristol, Burke, Cottage Grove, Deerfield, Medina, Sun Prairie, Windsor, and York.

3d. Blooming Grove, Dunn, Fitchburg, Montrose, Oregon, and Verona.

4th. Berry, Black Earth, Blue Mounds, Cross Plains, Perry, Primrose, Roxbury, Springdale, and Vermont.

5th. The towns of Dane, Madison, Middleton, Springfield, Vienna, and Westport, and the first ward of the city of Madison.

6th. The second, third, and 4th wards of the city of Madison.

Dodge county, six districts:—

1st. Towns of Herrman, Hubbard, and Williamstown.

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* Appertionment for 1857.

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2d. Leroy, Lomira, and Theresa.
3d. Hustiford, Oak Grove, and Rubicon.
4th. Chester, Fox Lake, and Trenton.
5th. Beaver Dam, Burnett, Westford, and the city of Beaver Dam.
6th. Calamus, Clyman, Elba, and Lowell.

Door, Kewaunee, Oconto, and Shawanaw counties, one district.

Fond du Lac county, five districts: —
1st. Towns of Alto, Ceresco, Metomen, and Rosendale.
2d. Eldorado, Lamartine, Oakfield, Springvale, and Waupun.
3d. The city of Fond du Lac, and towns of Fond du Lac and Friendship.
4th. Towns of Calumet, Empire, Forest, Marshfield, and Taychedah.
5th. Auburn, Ashford, Byron, Eden, and Osceola.

Grant county, five districts: —
1st. Towns of Hazel Green, Jamestown, and Smeltzer.
2d. Paris, Potosi, and Harrison.
3d. Clifton, Lima, Mascoda, Platteville, and Wingville.
4th. Ellenboro, Fennimore, Lancaster, Liberty, and Marion.
5th. Beetown, Cassville, Little Grant, Millville, Patch Grove, Waterloo, and Wyalusing.

Green county, two districts: —
1st. Towns of Adams, Albany, Brooklin, Exeter, Mount Pleasant, New Glarus, Washington, and York.
2d. Cadiz, Clarno, Decatur, Jefferson, Jordan, Monroe, Spring Grove, and Sylvester.

Iowa county, two districts: —
1st. Towns of Arena, Clyde, Dodgeville, Highland, Ridgway, Pulaski, and Wyoming.
2d. Linden, Mifflin, Mineral Point, and Warwick.

Jefferson county, five districts: —
1st. Towns of Cold Spring, Concord, Farmington, Hebron, Palmyra, and Sullivan.
2d. Aztalan, Jefferson, Koshkonong, Lake Mills, and Oakland.
3d. The city of Watertown.
4th. Towns of Ashippun, Ixonia, Lebanon, and Watertown.
5th. Emmett, Milford, Portland, Shields, and Waterloo.

Kenosha county, two districts: —
1st. The city of Kenosha, and towns of Pleasant Prairie and Somers.
2d. Towns of Brighton, Bristol, Paris, Salem, and Wheatland.

La Crosse and Monroe counties, one district.

La Fayette county, three districts: —
1st. Towns of Belmont, Benton, Centre, Elk Grove, and Kendall.
2d. Argyle, Fayette, Gratiot, Wayne, Willow Springs, and Wiota.
3d. Monticello, New Diggins, Shullsbury, and White Oak Springs.

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Manitowoc county, two districts:—

1st. Towns of Kossuth, Manitowoc, Mishicott, and Two Rivers, and the village of Manitowoc.

2d. Abel, Centerville, Eaton, Franklin, Maple Grove, Manitowoc Rapids, Meeme, and Newton.

Marquette county, two districts:—

1st. Towns of Berlin, Brooklin, Dayton, Green Lake, Hardin, Mackford, Princeton, Seneca, and St. Marie.

2d. Buffalo, Crystal Lake, Kingston, Marquette, Mecan, Montello, Moundville, Neshkoro, Newton, Oxford, Packwaukee, Sharon, Shields, and Westfield.

Milwaukee county, nine districts:—

1st. The first and seventh wards of the city of Milwaukee.

2d. The second ward of said city.

3d. The third ward.

4th. The fourth ward.

5th. The fifth ward.

6th. The sixth ward.

7th. Towns of Milwaukee and Granville.

8th. Towns of Greenfield and Wauwatosa.

9th. Towns of Franklin, Lake and Oak Creek.

Outagamie county, one district.

Ozaukee county, two districts:—

1st. Towns of Belgium, Fredonia, Port Washington, and Sackville.

2d. Cedarburg, Grafton, and Mequon.

Portage, Marathon, and Wood counties, one district.

Racine county, four districts:—

1st. The city of Racine.

2d. Towns of Caledonia, Mount Pleasant, and Racine.

3d. Dover, Norway, Raymond, and Yorkville.

4th. Burlington, Rochester, and Waterford

Richland county, one district.

Rock county, five districts:—

1st. The city of Beloit, and towns of Beloit, Clinton, and Turtle.

2d. Bradford, Harmony, Johnstown, La Prairie, Lima, and Milton.

3d. The city of Janesville.

4th. Towns of Centre, Fulton, Janesville, Porter, and Union.

5th. Avon, Magnolia, Newark, Plymouth, Rock, and Spring Valley.

Sauk county, two districts:—

1st. Towns of Franklin, Honey Creek, Kingston, Merrimac, Prairie du Sac, Spring Green, Washington, and Westfield.

2d. Baraboo, Delona, Fairfield, Freedom, Greenfield, Mauston, New Buffalo, Reedsburg, and Winfield.

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Sheboygan county, three districts: —
1st. Towns of Moselle, Sheboygan, city of Sheboygan, and town of Wilson.
2d. Greenbush, Herman, Plymouth, Rhine, Russell, and Sheboygan Falls.
3d. Abbott, Holland, Lima, Lindon, Mitchell, and Scott.

Walworth county, four districts: —
1st. Towns of Bloomfield, Geneva, Hudson, and Linn.
2d. Darien, Delavan, Sharon, and Walworth.
3d. La Grange, Richmond, Sugar Creek, and Whitewater.
4th. Elkhorn, La Fayette, Spring Prairie, Troy, and East Troy.

Washington county, three districts: —
1st. Towns of Addison, Erin, Hartford, and Wayne.
2d. Barton, Kewaskum, Polk, Richfield, and West Bend.
3d. Farmington, Germantown, Jackson, and Trenton.

Waukesha county, five districts: —
1st. Towns of Delafield, Oconomowoc, and Summit.
2d. Lisbon, Menominee, and Merton.
3d. Eagle, Genessee, Mukwango, and Ottowa.
4th. Brookfield, New Berlin, and Peewaubee.
5th. Muskego, Vernon, and Waukesha.

Waupacca county, one district.

Waushara county, one district.

Winnebago county, three districts: —
1st. Towns of Algoma, Oshkosh, and Vinland, and the city of Oshkosh.
2d. Clayton, Menasha, Neenah, Orihula, Poyagan, Winchester, and Winneconne.
3d. Black Wolf, Nekimi, Nepeuskum, Omro, Rushford, and Utica.

GENERAL ELECTIONS.

SEC. 3. A general election shall be held in the several towns and wards in this State, on the Tuesday next succeeding the first Monday in November in each year, at which there shall be chosen so many of the following officers as are by law to be elected in such year, that is to say, a Governor, Lieutenant Governor, Secretary of State, Treasurer, Attorney General, State Superintendent, Senators, Members of Assembly, Representatives in Congress, Electors of President and Vice President, and the following County Officers, to wit: Clerks of the Circuit Courts, Sheriffs, Registers of Deeds, District Attorneys, Clerks of the Boards of Supervisors, County Treasurers, and Coroners, and all other State and County Officers not herein enumerated or otherwise provided for.

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WISCONSIN STATE GOVERNMENT.

Governor — ALEX. W. RANDALL, Waukesha.
Private Secretary — W. H. WATSON, Milwaukee.
Lieutenant-Governor — ERASMUS D. CAMPBELL, La Crosse.
Secretary of State — DAVID W. JONES, La Fayette Co.
Assistant Secretary of State — Gen. J. D. RUGGLES, Madison.
Treasurer — SAML. D. HASTINGS, Trempeleau.
Assistant Treasurer — F. A. SCOFIELD, Racine.
Attorney General — GABRIEL BOUCK, Oshkosh.
Bank Comptroller — JOEL C. SQUIRES, Mineral Point.
Assistant Bank Comptroller — RICHARD F. SWEET, Mineral Point.
Bank Register — A. MENGES, Watertown.
Superintendent of Public Instruction — LYMAN C. DRAPER, Madison.
Assistant " " " — S. H. CARPENTER, do.
State Librarian — HORACE RUBLEE, Madison.
Superintendent of Public Property — RUFUS PARKS, Waukesha Co.
State Prison Commissioner — EDWARD M. MAGIAN, Sheboygan.
Adjutant General — AMASA COBB, Mineral Point.
Commissary General — V. W. ROTH, Madison.

SUPREME COURT.

Chief Justice — EDWARD V. WHITON, Janesville.
Assistant Justice — A. D. SMITH, Milwaukee.
" " — ORSAMUS COLE, Madison.
Clerk — LA FAYETTE KELLOGG, Madison.

JUDGES OF CIRCUIT COURTS.

First Circuit — JOHN M. KEEP, Beloit.
Second " ARTHUR MCARTHUR, Milwaukee.
Third " C. H. LARRABEE, Horicon.
Fourth " W. R. GORSLINE, Sheboygan.
Fifth " M. M. COTHREN, Mineral Point.
Sixth " GEORGE GALE, Galesville, Trempeleau Co.
Seventh " GEORGE W. CATE, Stevens Point.
Eighth " S. S. N. FULLER, Hudson.
Ninth " A. L. COLLINS, Madison.
Tenth " S. R. COTTON, Green Bay.
U. S. District Judge — ANDREW MILLER, Milwaukee.
" " *Attorney* — DON A. J. UPHAM, do.

UNITED STATES SENATORS.

Hon. CHARLES DURKEE, Windsor.
Hon. JAMES R. DOOLITTLE, Racine.

REPRESENTATIVES IN CONGRESS.

First District — JOHN F. POTTER, East Troy.
Second " C. C. WASHBURNE, Mineral Point.
Third " C. BILLINGHURST, Juneau.

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PUBLIC INSTITUTIONS.

STATE UNIVERSITY, located at *Madison*, has a fund of $311,000, drawing 7 per cent. interest; and this fund will soon be increased to at least $350,000 by the disposition of the remainder of the University lands granted by Congress. Its annual income will soon amount, from this source, to $25,000, and probably some $5000 from student's fees and other sources.

COMMON SCHOOLS.—By the report of the Superintendent of Public Instruction, it appears that the total amount of the School Fund, on the 1st of January, 1857, was $2,047,903 74.

THE STATE HISTORICAL SOCIETY, *at Madison*, possesses a library of over 4146 volumes; besides a large number of maps and engravings; a fine collection of oil paintings, chiefly portraits of early pioneers and prominent men; together with many valuable memoirs of our early history.

WISCONSIN INSTITUTE FOR THE EDUCATION OF THE BLIND, *Janesville*.—This Institution was opened August 1st, 1850, and is in a highly flourishing condition.

DEAF AND DUMB INSTITUTE, *Delavan, Walworth County*.—This Institution was established in 1852. Buildings have been erected to accommodate 60 pupils. The charge to pupils of other States is $100 per annum for tuition and board.

STATE PRISON, *at Wampum, Fond du Lac County*.—The labor of the convicts is let out by contract, at rates from 48 to 60 cents a day, 25 cents a day being allowed for apprentices.

STATE AGRICULTURAL SOCIETY is located at *Madison*. It receives $3000 annually from the State,

BANKS.—The number of Banks organized and doing business in the State, on the 1st of January, 1857, was 50, the aggregate capital of which was $3,290,000. The revenue to the State arising from the tax on banking capital, in 1856, was $37,564 09. The total amount of countersigned notes issued to Banks and outstanding, in January last, was $1,950,967. Amount of securities on deposit with the Bank Comptroller, to redeem outstanding notes, $2,208,476.

PUBLIC LANDS.—The amount of public lands disposed of by entry and location, up to June 30th, 1856, was 9,066,912 26-100 acres. The following is a list of the Land Offices, with the names of the Registers and Receivers, viz.:—

Mineral Point.....	Joel C. Squires,	Register.....	Henry Plowman,	Receiver.
Manasha.....	John A. Bryan,	"	Col. Sam'l Ryan,	"
Eau Claire.....	W. T. Galloway,	"	M. B. Boyden,	"
Hudson.....	T. Rush Spencer,	"	James D. Reyment,	"
Stevens Point.....	Abraham Brawley,	"	Albert G. Ellis,	"
La Crosse.....	Charles S. Benton,	"	Theodore Rodolf,	"
Superior.....	Daniel Shaw,	"	Eliab B. Dean, Jr.,	"

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LIST OF POST-OFFICES

IN THE

STATE OF WISCONSIN,

Arranged Alphabetically in Counties.

Adams County.

Big Spring.
Davis' Corners.
Dell Prairie.
Edna.
Fountain.
Germantown.
Grand Marsh.
Jackson.
Little Lake.
Maugh's Mills.
Mill Haven.
Necedah.
New Chester.
One Mile Creek.
Point Bluff.
Preston.
Pilot Knob.
Quincy.
Roche-a-Cri.
Seven Mile Creek.
Twin Valley.
White Creek.
Wonewoc.

Bad Ax County.

Avalanche.
Bad Ax.
Coon Prairie.
Debello.
De Soto.
Harmony
Hillsborough.
Kickapoo.
New Brookville.
Retreat.

Bad Ax Co.—Continued.

Newville.
River Side.
Romance.
Victory.
Viroqua.
Weister.
Warner's Landing.

Brown County.

De Pere (c.h.).
Fort Howard.
Fremont.
Green Bay.
Mukwa.
New Franken.
Oneida.
Wequiot.
Wrightstown.

Buffalo County.

Alma.
Fountain City.

Calumet County.

Brillion.
Charlestown.
Chilton.
Dundas.
High Cliff.
Lynn.
New Holstein.
Pequot.
Stockbridge.

Chippewa County.

Chippewa City.
Chippewa Falls.
Clear Water.
Menominee.

Clark County.

Clark C.H.
Wedges Creek.

Columbia County.

Arlington.
Basin Lake.
Beaver Creek.
Bellefountain.
Cambria.
Centreville.
Columbus.
Courtland.
Dekorra.
East Randolph.
Fall River.
Hampden.
Leeds.
Lodi.
Lowville.
Marcellon.
New Haven.
Newport.
Oshaukuta.
Otsego.
Pacific.
Pardeeville.
Pigeon Grove.

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Columbia Co.—Continued.

Portage City.
Port Hope.
Poynett.
Randolph Centre.
Rio.
Rocky Run.
Shoneaw.
Welch Prairie.
Wyocena.

Crawford County.

Bell Center.
Eastman.
Hill's Valley.
Marietta.
Mount Sterling.
Ocena.
Prairie du Chien.
Rising Sun.
Seneca.
Springville.
Stockville.
Wattsring Grove.

Dane County.

Albion.
Ancient.
Ashton.
Belleville.
Berry.
Beverly.
Black Earth.
Blue Mound.
Burke.
Cambridge.
Christiana.
Cottage Grove.
Cross Plains.
Dane.
Deerfield.
Door Creek.
Dunkirk.
Eolia.
Fitchburgh.
Grand Spring.
Hanchettville.
Lake View.
Leicester.
Madison.
Maso Manie.
Middleton.
Mount Vernon.
Oregon.
Peirceville.
Pine Bluff.
Pleasant Branch.
Primrose.
Roxbury.

Dane Co.—Continued.

Rutland.
Spring Dale.
Stoner's Prairie.
Stoughton.
Sun Prairie.
Sweet Home.
Utica.
Verona.
Westport.
Windsor.
York.

Dodge County.

Ashipun.
Beaver Dam.
Burnett.
Chester.
Chester Station.
Clyman.
East Lomira.
Elba.
Emmett.
Farmersville.
Fox Lake.
Hermann.
Horicon.
Hustisford.
Iron Ridge.
Juneau.
Le Roy.
Lomira.
Lowell.
Mayville.
Napasha.
Neosho.
Oak Grove.
Portland.
Rubicon.
Theresa.
Woodland.

Door County.

Sturgeon Bay.
Washington Harbor.

Douglass County.

Superior.

Dunn County.

North Pepin.
Ogalla.

Fond du Lac County.

Alcove.
Alto.

Fond du Lac Co.—Cont'd.

Ashford.
Auburn.
Black Hawk.
Bothelle.
Brandon.
Byron.
Calumet Village.
Ceresco.
Dotyville.
Eden.
El Dorado.
Empire.
Fair Water.
Fond du Lac.
Foster.
Hinesberg.
Junius.
Ladoga.
Lamartine.
Marytown.
Metomen.
Moria.
Murone.
Nanaupa.
Newfane.
Oakfield.
Oceola.
Rosendale.
Rush Lake.
Taycheeda.
Waucousta.
Wawpun.
West Rosendale.

Grant County

Beetown.
Block House Mills.
Bunker Hill.
Cassville.
Charlotte.
Dickeysville.
Ellenboro'.
Fair Play.
Fennimore.
Hazel Green.
Hickory Grove.
Hurricane Grove.
Jamestown.
Lancaster (c.h.).
Little Grant.
Millville.
Montfort.
Mount Hope.
Muscoda.
New California.
Patch Grove.
Platteville.
Plum Grove.
Potosi.

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Grant Co.—Continued.
Rockville.
Saint Rose.
Smeltzer's Grove.
Tafton.
Washburn.
Wyalusing.

Green County.

Albany.
Attica.
Bem.
Brooklyn.
Cadiz.
Clarence.
Dayton.
Decatur.
Exeter.
Farmer's Grove.
Hoosick.
Jordan.
Juda.
Monroe (c.h.).
Monticello.
Morefield.
Nevada.
New Glarus.
Shuey's Mills
Skinner.
Spring Grove
Sylvester.
Walnut Springs.
Willet.

Iowa County.

Arena.
Clyde.
Constance.
Dodgeville.
Dover.
Helena.
Highland.
Jennieton.
Linden
Mifflin.
Mineral Point.
Moscow.
Ridgeway.
Wyoming.

Jackson County.

Black River Falls.
Canton.
Melrose.
Mound Springs.
North Bend.
Pine Hill.
Pole Grove.
Roaring Creek.
Smith's Ferry.

Jefferson County.

Aztalan.
Bark River.
Cold Spring.
Concord.
Farmington.
Fort Atkinson.
Golden Lake.
Hubbleton.
Helenville.
Ixonia.
Jefferson (c.h.).
Johnson's Creek.
Koskonong.
Lake Mills.
Milford.
Oak Hill.
Oakland.
Palmyra.
Rome.
Sullivan.
Transit.
Waterloo.
Watertown.

Kenosha County.

Brighton.
Bristol.
Cypress.
Kenosha.
Liberty.
Marion.
Paris.
Salem.
Wheatland.
Wilmot.

Kewaunee County.

Kewaunee.

La Crosse County.

Bangor.
Burns.
Burr Oak.
Half Way Creek.
La Crosse.
Mindoro.
Neshonoc.
Onalaska.

La Fayette County.

Argyle.
Bashford.
Benton.
Cottage Inn.
Darlington.

La Crosse Co.—Continued.
Elk Grove.
Fayette.
Georgetown.
Gratiot.
New Diggings.
Shullsburgh.
Spafford.
White Oak Spring.
Wiota.
Yellow Stone.

La Pointe County.

La Pointe.
Odanah.
Ashland.
Baeffield.

Manitowoc County.

Branch.
Clark's Mills.
Cooperstown.
Eaton.
Francis Creek.
Hika.
Manitowoc.
Manitowoc Rapids.
Maple Grove.
Meeme.
Mishicot.
Neshoto.
Newtonburgh.
Niles.
Two Rivers

Marathon County.

Knowlton.
Little Bull Falls.
Wausau (c.h.).

Marquette County.

Berlin.
Dartford.
Germania.
Grand Prairie.
Green Lake.
Greenwood.
Harrisville.
Kingston.
La Côte St. Marie.
Lake Maria.
M'Intyre Creek.
Mackford.
Markesan.
Marquette.
Montello.
Moundville.

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Marquette Co.—Continued.
Neshkoro.
Newton.
Ordino.
Oxford.
Pakwaukee.
Pine River.
Princeton.
Rock Hill.
Roslin.
Stone Hill.
Tachorah.
Westfield.
West Green Lake.

Milwaukee County.

Butler.
Davis.
Franklin.
Good Hope.
Granville.
Greenfield.
Hale's Corners.
Lamberton.
Milwaukee.
New Berlin.
New Keoln.
Oak Creek.
Root Creek.
Ten Mile House.
Wauwatosa.
West Granville.

Monroe County.

Angelo.
Big Valley.
Clifton.
Glendale.
Jacksonville.
Leon.
Mount Pisgah.
Puckwana.
Ridgeville.
Sparta.
Tomah.

Oconto County.

Clarksville.
Marrinette.
Oconto.
Stiles.

Outagamie County.

Appleton.
Ellington.
Freedom.
Greenville.
Hortonville.

Outagamie Co.—Continued.
Kaukauna.
Keshena.
Lansing.
Little Chute.
Medina.
Shaw-wu-no.
Shiocton.
Wakefield.

Ozaukee County.

Cedarburgh.
Fredonia.
Freistadt.
Grafton.
Mequon River.
Ozaukee.
Saukville.
Ulao.

Pierce County.

Clifton Mills.
Diamond Bluff.
Pleasant View.
Prescott (c.h.).
River Falls.
Trim Belle.

Polk County.

Osceola Mills.

Portage County.

Almond.
Badger.
Buena Vista.
Eau Pleine.
Grand Rapids.
Iron Creek.
Lone Pine.
Madely.
Plover (c.h.).
Saratoga.
Stevens Point.

Racine County.

Burlington.
Caldwell Prairie.
Caledonia.
Caledonia Centre.
Dencon.
Ives' Grove.
Kansasville.
Mount Pleasant.
Norway.
Pan Yan.
Racine.
Raymond.

Racine Co.—Continued.
Rochester.
South Bristol.
Sylvania.
Trowbridge.
Union Grove.
Waterford.
Whitesville.
Yorkville.

Richland County.

Ashland.
Buckeye.
Cazenovia.
Cincinnati.
Fancy Creek.
Forest.
Loyd.
Melanchthon Creek.
Neptune.
Orion.
Port Andrew.
Richland Centre.
Richland City.
Rockbridge.
Sextonville.
Viola.
West Branch.
Woodstock.

Rock County.

Afton.
Avon.
Bass Creek.
Beloit.
Center.
Clinton.
Cooksville.
Edgerton.
Emerald Grove.
Evansville.
Fairfield.
Footville.
Fulton.
Inmansville.
Janesville.
Johnstown.
Johnstown Centre.
Leyden.
Lima Centre.
Magnolia.
Milton.
Nidaros.
Osborn.
Rock Prairie.
Shopiere.
Spring Valley.
Summerville.
Teotsa.
Union.

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St. Croix County.

Baker's Station.
Brookville.
Falls of St. Croix.
Hudson.
Kinnick Kinnick.
Somerset.

Sauk County.

Baraboo (c.h.).
Dellona.
Delton.
Garrison.
Giddings.
Harrisburg.
Jonesville.
Lavalle.
Loganville.
Marston.
Merrimack.
Otterville.
Prairie Du Sac.
Reedsburg.
Rowell's Mills.
Russell's Corners.
Sandusky.
Sauk City.
Spring Green.
Wilson's Creek.

Shawana County.

Embarras.

Sheboygan County.

Adell.
Beech Wood.
Cascade.
Cedar Grove.
Edwards.
Elkhart.
Gibbville.
Greenbush.
Hingham.
Howard's Grove.
Onion River.
Plymouth.
Rathbun.
Russell.
Scott.
Sheboygan (c.h.).
Sheboygan Falls.
Winooski.

Tempelean County.

Gatesville.
Montoville.
Sumner

Walworth County.

Adams.
Allen's Grove.
Big Foot Prairie.
Bloomfield.
Darien.
Delavan.
East Troy.
Elk Horn (c.h.).
Geneva.
Geneva Bay.
Grove.
Heart Prairie.
Honey Creek.
La Fayette.
La Grange.
Little Prairie.
Lyons.
Millard.
Richmond.
Sharon.
South Grove.
Springfield.
Spring Prairie.
State Line.
Sugar Creek.
Tirade.
Troy.
Troy Centre.
Troy Lakes.
Utter Corners.
Vienna.
Walworth.
Westville.
White Water.

Washington County.

Addison.
Aurora.
Barton.
Boltonville.
Cedar Creek.
Fillmore.
Hartford.
Kewaskum.
Meeker.
Newburgh.
Richfield.
Schleisingerville.
Staatsville.
Station.
Toland's Prairie.
Wayne.
West Bend.
Young Hickory.

Waukesha County.

Big Bend.
Brookfield.

Waukesha Co.—Continued

Brookfield Centre.
Delafield.
Dodge's Corners.
Dousman.
Duplainville.
Eagle.
Genesee.
Hartland.
Lake Five.
Lannon Springs.
Lisbon.
Mapleton.
Marcy.
Menominee Falls.
Merton.
Monches.
Monterey.
Mukwonago.
Muskego Centre.
North Prairie Station.
Oconomowock.
Okauchee.
Ottowa.
Pewaukee.
Pine Lake.
Prospect Hill.
South Genesee.
Summit.
Sussex.
Vernon.
Waterville.
Waukesha.
Welsh.

Waupaca County

Crystal Lake.
Evanswood.
Hobart's Mills.
Lind.
New London,
North Royalton.
Ogdensburgh.
Readfield.
Rural.
Scandinavia.
Waupaca.

Waushara County

Adario.
Blurton.
Cedar Lake.
Coloma.
Corfu.
Dakota.
Hancock.

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Waushara Co.—Continued.
Lincoln.
Mount Morris.
Oasis.
Poy Sippi.
Plainfield.
Sacramento.
Saxeville.
Silver Lake.
Spring Lake.
Wautoma.
Willow Creek.

Winnebago County.

Algoma.
Black Wolf.
Butte des Morts.
Campbell.
Delhi.
Eureka.
Fisk's Corners.
Groveland.
Koro.
Menasha.
Neenah.

Winnebago Co.—Cont'd.
Nepeuskun.
Nekama.
Omro.
Oshkosh.
Powickum.
Vinland.
Waukau.
Weelaunee.
Weyauweya.
Winchester.
Winneconne

For the foregoing List we are indebted to J. H. Colton & Co's General Post-Office Directory.

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PUBLIC LANDS—PRE-EMPTION LAW.

CIRCULAR TO REGISTERS AND RECEIVERS OF THE UNITED STATES LAND OFFICES.

GENERAL LAND OFFICE, *Sept.* 15, 1841.

Gentlemen:—Annexed is a copy of that portion of an act of Congress, approved on the 4th instant, entitled "An act to appropriate the proceeds of the sales of the Public Lands, and to grant Pre-emption Rights," which has relation to the subject of pre-emption.

The individual claiming the benefits of said act must be:—

First. A citizen of the United States, or have filed his declaration of intention to become a citizen at the time of the settlement on which his claim is based.

Second. Either the head of a family, or a widow, or a single man over the age of twenty-one years.

Third. An inhabitant of the tract sought to be entered, upon which, in person, he has made a settlement, and erected a dwelling-house since the first of June, 1840, and prior to the time when the land is applied for; which land must, at the *date of the settlement*, have had the *Indian title extinguished*, and *been surveyed* by the United States.

A person failing in any one of these requisites can have no claim by virtue of this act.

A person bringing himself within each of the above requirements, by proof satisfactory to the Register and Receiver of the Land District in which the lands may lie, taken pursuant to the rules hereinafter prescribed, will, after having taken the affidavit required by the act, be entitled to enter, by legal subdivisions, any number of acres not exceeding one hundred and sixty, or a quarter section, to include his residence; and he may avail himself of the same at any time prior to the day of the commencement of the public sale, including said tract, where the land has not yet been proclaimed.

Where the land was subject to private entry, at the date of the settlement *made since the first of June*, 1840, *and prior to the passage of this act*, and the settler is desirous of securing the same under this act, he must give notice of his intention to purchase the same under its provisions within *three months* from the passage of the law; that is, before the *fourth day of December next.*

Where the land was subject to private entry at the date of the law, and a settlement shall thereafter be made upon such land, or where the land shall hereafter become subject to private entry, and *after that period a settlement shall be made*, which the *settler* is desirous of securing under this act, such notice of his intention must be given within *thirty days* after the date of such settlement. Such notice, in all cases, must be a written one, describing the land settled upon, and declaring the intention of such person to claim the same under the provisions of this act. (See Forms A and B, hereto annexed.)

In the first case, the proof, affidavit, and payment, must be made within *twelve months* after the *passage* of this act; and, in the other case, within *twelve months* after the *date of such settlement.*

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Where the land has not been offered at public sale, a similar declaratory statement must be filed within three months after settlement, and the proof, payment, and affidavit of the claimant must be made before the day fixed for the commencement of the public sale, which shall include the tract claimed.

The tracts liable to entry under this act are some one of the following designations: —

First. A regular quarter section, notwithstanding its quantity may be a few acres more or less than one hundred and sixty; or a quarter section, which, though fractional in quantity, by the passage of a navigable stream through the same, is still bounded by regular sectional and quarter-sectional lines.

Second. A fractional section, containing not over one hundred and sixty acres, or any tract being a detached or anomalous survey, made pursuant to law, and not exceeding said quantity.

Third. Two adjoining half quarter-sections (in all cases to be separated by a north and south line, except on the north side of townships, where the surveys are so made as to throw the excess or deficiency on the north and west sides of the township) of the regular quarters mentioned in the first designation; or, two adjoining eighty-acre subdivisions of the regular quarters found on the north and west sides of townships, where more than two such subdivisions exist, or the excess may render them necessary, provided, in the latter case the aggregate quantity does not exceed one hundred and sixty acres.

Fourth. Two half quarter or eighty-acre subdivisions of a fractional or broken section, adjoining each other, the aggregate quantity not exceeding one hundred and sixty acres.

Fifth. A regular half quarter and an adjoining fractional section, or an adjoining half quarter subdivision of a fractional section, the aggregate quantity not exceeding one hundred and sixty acres.

Sixth. If the pre-emptor should not wish to enter the quantity of one hundred and sixty acres, he may enter a single half quarter-section (made by a north and south line), or an eighty-acre subdivision of a fractional section.

Seventh. One or more adjoining residuary forty-acre lots may be entered, the aggregate not exceeding one hundred and sixty acres.

Eighth. A regular half quarter subdivision, or a fractional section, may each be taken, with one or more residuary forty-acre subdivisions lying adjoining, the aggregate not exceeding one hundred and sixty acres.

These lots can only be called "*residuary*," after the sale of the other portions of the same quarter-section, or fractional quarter-section, pursuant to the act approved April 5, 1832, authorizing such minor subdivisions.

Forty-acre tracts are now subject to entry in precisely the same manner that eighty-acre tracts are.

Only one person on a quarter section is protected by this law, and that is the one who made the *first settlement*, provided he shall have conformed to the other provisions of the law.

A person who has once *availed himself* of the provisions of this act, cannot, at any future period, or at any other land office, acquire another right under it.

No person who is the proprietor of *three hundred and twenty* acres of land in any State or Territory of the United States, is entitled to the benefits of this act.

No person who shall *quit* or *abandon his residence* on *his own land*, to reside on the public land in the *same State* or *Territory*, is entitled to the benefits of this act.

No pre-emption right exists by reason of a settlement on and inhabitancy of a

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tract, unless, at the date of such settlement, the Indian title thereto had been extinguished, and the land surveyed by the United States.

Land is not properly legally surveyed until the surveys made by the deputies are approved by the Surveyor General, but in accordance with the spirit and intent of the law, and for the purpose of bringing the settler within its provisions, the land is to be construed as surveyed, when the requisite lines are run on the field, and the corners established by the Deputy Surveyor.

No *assignments* or *transfers* of pre-emption rights can be recognised. The patents must issue to the claimants, in whose names alone all entries must be made.

SUNDRY DESCRIPTIONS OF LAND WHICH ARE EXEMPTED FROM THE OPERATION OF THIS ACT.

1st. Lands included in any reservation by any treaty, law, or proclamation of the President of the United States, and lands reserved for salines, and for other purposes.

2d. Lands reserved for the support of schools.

3d. Lands acquired by either of the two last treaties with the Miami tribe of Indians in the State of Indiana, or which may be acquired of the Wyandot tribe of Indians in the State of Ohio, or other Indian reservation, to which the title has been or may be extinguished by the United States at any time during the operation of this act.

4th. Sections of land reserved to the United States, alternate to other sections granted to any of the States for the construction of any canal, railroad, or other public improvement.

5th. Sections or fractions of sections included within the limits of any incorporated town.

6th. Every portion of the public lands which has been selected as a site for a city or town.

7th. Every parcel or lot of land actually settled and occupied for the purpose of trade, and not agriculture.

8th. All lands on which are situated any known salines or mines.

Persons claiming the benefit of this act are required to file duplicate affidavits, such as the law requires, and to furnish proof by one or more disinterested witnesses, to your entire satisfaction, of the facts necessary to establish the three requisites pointed out in the commencement of these instructions.

The witnesses are to be first duly sworn or affirmed to speak the truth, and the whole truth, touching the subjects of inquiry, by some officer competent to administer oaths and affirmations; and, if not too inconvenient by reason of distance of residence from your office, or other good cause, must be examined by you, and the testimony reduced to writing in your presence, and signed by each witness, and certified by the officer administering the oath or affirmation, who must also join you in certifying as to the respectability and credit of each witness.

In case adverse claims shall be made to the same tract, each claimant must be notified of the time and place of taking testimony, and allowed the privilege of cross-examining the opposite witnesses, and of producing counter proof, which should also be subject to cross-examination

When, by reason of distance, sickness, or infirmity, the witnesses cannot come before you, you are authorized to receive their depositions; which must be, in all other respects, conformable to the within regulations.

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The notice of adverse claimants should be in writing, and should be served in time to allow at least a day for every twenty miles the party may have to travel in going to the place of taking evidence. The proof, in all cases, should consist of a simple detail of facts merely, and not of statements in broad or general terms, involving conclusions of law. It is your exclusive province to determine the legal conclusions arising from the facts. For instance, a witness should not be permitted to state that a claimant is the "head of a family," &c., following the words of the law, but should set forth the facts on which he grounds such allegation: because such a mode of testifying substitutes the judgment of the witness for yours, and allows him not only to determine the facts, but the law. A witness may possibly conscientiously testify that a minor son living with a widowed mother was the head of the family; and in another case, similar in point of fact, another witness, equally conscientious, might testify that the widowed mother was the head of the family. There cannot be a uniform construction given to the law, if it is carelessly left to the opinion of every witness. You are therefore instructed not to receive as testimony or proof, a general statement which embodies, in general terms, the conclusions of law, without stating the facts specifically.

The witnesses must state, if the pre-emptor be the "head of a family," the facts which constitute him such, whether a husband, having a wife and children, or a widower, or an unmarried person under twenty-one years of age, having a family, either of relatives or others, depending upon him, or hired persons, or slaves.

All the facts respecting the settlement in person, inhabitancy, or personal residence, *the time of commencement*, the manner and extent of continuance, as well as those showing the apparent objects, should be stated.

It must be stated, that the claimant made the settlement on the land in person; that he has erected a dwelling upon the land; that the claimant lived in it, and made it his home, &c. By this means you will be enabled to determine whether or not the requisites of the law have been complied with in any given case. Should you decide against a claimant, who, feeling dissatisfied with such decision, may request, in writing, the opinion of this office thereon, you will forthwith forward all the original papers touching said claim, and a brief report of your reasons for rejecting it; and, in the meantime, will not permit the land claimed to be entered or sold without an order from the Department.

The affidavit of the claimant in reference to the *fact of settlement*, &c., need not be required. It is in no case legal evidence on these points, and therefore should not form a part of the proof in reference thereto. The *only* affidavit required of the claimant is that prescribed by the 13th section of the act, which is to be taken before the Register or Receiver. (See Form C, hereto annexed.)

No entry must be permitted until this affidavit is taken. Duplicates thereof must be signed by the claimant, and the fact of the oath being taken must be certified by the Register or Receiver administering it.

The forms for applications, receipts, and certificates, will be the same as those used for private entries, the distinct provision for land subject to private entry rendering a separate form for lands of the latter description unnecessary.

The proof filed by every claimant must show the time of the commencement of the settlement; a claimant is bound to prove his right to and enter all the land embraced by his declaratory statement, if liable to the operation of the act.

The act of 1843 provides for the rights of parties, who shall have died before consummating their claims. The only things required of a purchaser of public lands are an application in writing to the Register and payment for the tract.

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DECLARATORY STATEMENT OF A SETTLER ON LAND SUBJECT TO PRIVATE ENTRY AT THE DATE OF SETTLEMENT, REQUIRED BY THE FIFTEENTH SECTION OF THE ACT OF 4th SEPTEMBER, 1841.

[FORM A.]

For cases where, at the date of the law, the land claimed was subject to private entry.

I, A. B., of ——, being (the head of a family, or widow, or single man over the age of twenty-one years, as the case may be, and a citizen of the United States, or having filed my declaration to become a citizen as required by the naturalization laws, as the case may be) have, since the first day of June, 1840, to wit.: on the —— day of ——, A. D., 185–, settled and improved the —— quarter of section, number ——, in township number ——, of range number ——, in the district of lands subject to sale at the land office at ——, and containing —— acres, which land *was subject to private entry at the passage* of the act of 4th September, 1841; and I hereby declare my intention to claim the said tract of land as a pre-emption right under the provisions of said act of 4th September, 1841.

Given under my hand this —— day of ——, A. D., 185—.

(Signed) A. B.

In presence of } C. D. }

——

[FORM B.]

For cases where land claimed shall have been rendered subject to private entry since the date of the law.

I, A. B., of ——, being (the head of a family, or widow, or single man over the age of twenty-one years, as the case may be, a citizen of the United States, or having filed my declaration to become a citizen as required by the naturalization laws, as the case may be,) have, since the first day of ——, A. D., 185—, settled and improved the —— quarter of section, number ——, in township number ——, of range number ——, in the district of lands subject to sale at the land office at ——, and containing —— acres, which land *has been rendered subject to private entry since the passage* of the act of 4th of September, 1841, but prior to my settlement thereon; and I do hereby declare my intention to claim the said tract of land as a pre-emption right, under the provisions of said act of 4th September, 1841.

Given under my hand, this —— day of ——, A. D., 185—.

(Signed) A. B.

In presence of } C. D. }

——

[FORM C.]

Affidavit required of Pre-emption Claimant.

I, A. B., claiming the right of the pre-emption under the provisions of the act of Congress, entitled "an act to appropriate the proceeds of the sale of the public lands, and to grant pre-emption rights," approved September 4, 1841, to the —— quarter of section, number ——, of township ——, number of ——, subject to sale at ——, do solemnly swear (or affirm, as the case may be) that I have never had the benefit of any right of pre-emption under this act; that I am not the owner of three hundred and twenty acres of land in any State or Territory of the United States, nor have I settled upon and improved said land to sell the same on speculation, but in good faith to appropriate it to my own exclusive use or benefit; and that I have not, directly or indirectly, made any agreement or contract, in any way or manner, with any person or persons whatsoever, by which the title which I may

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acquire from the Government of the United States should inure, in whole or in part, to the benefit of any person except myself.

(Signed) A. B.

I, C. D., Register (or E. F., Receiver) of the Land Office at ———, do hereby certify that the above affidavit was taken and subscribed before me this —— day of ———, A. D. 185—. (Signed) C. D., Register;

——— or, E. F., Receiver.

AN ACT TO APPROPRIATE THE PROCEEDS OF THE SALES OF THE PUBLIC LANDS, AND TO GRANT PRE-EMPTION RIGHTS.

Sec. 10. *And be it further enacted*, That from and after the passage of this act, every person, being the head of a family, or widow, or single man over the age of twenty-one years, and being a citizen of the United States, having filed his declaration of intention to become a citizen, as required by the naturalization laws, who, since the first day of June, A. D. eighteen hundred and forty, has made, or shall hereafter make, a settlement in person on the public lands to which the Indian title has been, at the time of such settlement, extinguished, and which has been, or shall have been, surveyed prior thereto, and who shall inhabit and improve the same, and who has or shall erect a dwelling thereon, shall be and is hereby authorized to enter with the Register of the Land Office for the district in which such land may lie, by legal subdivisions, any number of acres not exceeding one hundred and sixty, or a quarter section of land, to include the residence of such claimant, upon paying to the United States the minimum price of such land, subject, however, to the following limitations and exceptions: No person shall be entitled to more than one pre-emptive right by virtue of this act; no person who is the proprietor of three hundred and twenty acres of land in any State or Territory of the United States, and no person who shall quit or abandon his residence on his own land to reside on the public land in the same State or Territory, shall acquire any right of pre-emption under this act; no lands included in any reservation, by any treaty, law, or proclamation of the President of the United States, or reserved for salines, or for other purposes; no lands reserved for the support of schools, nor the lands acquired by either of the two last treaties with the Miami tribe of Indians in the State of Indiana, or which may be acquired of the Wyandot tribe of Indians in the State of Ohio, or other Indian reservation to which the title has been or may be extinguished by the United States at any time during the operation of this act; no sections of land reserved to the United States alternate to other sections granted to any of the States for the construction of any canal, railroad, or other public improvement; no sections or fractions of sections included within the limits of any incorporated town; no portions of the public lands which have been selected as the site for a city or town; no parcel or lot of land actually settled and occupied for the purposes of trade, and not agriculture; and no lands on which are situated any known salines or mines, shall be liable to entry under and by virtue of the provisions of this act. And so much of the proviso of the act of twenty-second of June, eighteen hundred and thirty-eight, or any order of the President of the United States, as directs certain reservations to be made in favor of certain claims under the treaty of Dancing-rabbit Creek, be, and the same is hereby repealed. Provided, that such repeal shall not affect any title to any tract of land secured in virtue of said treaty.

Sec. 11. *And be it further enacted*, That when two or more persons shall have settled on the same quarter section of land, the right of pre-emption shall be in him or her who made the first settlement, provided such persons shall conform to the other provisions of this act; and all questions as to the right of pre-emption arising between different settlers shall be settled by the Register and Receiver of the dis-

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trict in which the land is situated, subject to an appeal to, and a revision by, the Secretary of the Treasury of the United States.

Sec. 12. *And be it further enacted*, That prior to any entries being made under and by virtue of the provisions of this act, proof of the settlement and improvement thereby required shall be made to the satisfaction of the Register and Receiver of the land district in which such lands may lie, agreeably to such rules as shall be prescribed by the Secretary of the Treasury, who shall each be entitled to receive fifty cents from each applicant for his services, to be rendered as aforesaid; and all assignments and transfers of the right hereby secured, prior to the issuing of the patent, shall be null and void.

Sec. 13. *And be it further enacted*, That before any person claiming the benefit of this act shall be allowed to enter such lands, he or she shall make oath before the Receiver or Register of the land district in which the land is situated (who are hereby authorized to administer the same) that he or she has never had the benefit of any right of pre-emption under this act; that he or she is not the owner of three hundred and twenty acres of land in any State or Territory of the United States, nor hath he or she settled upon and improved said land to sell the same on speculation, but in good faith to appropriate it to his or her own exclusive use or benefit; and that he or she has not, directly or indirectly, made any agreement or contract, in any way or manner, with any person or persons whatsoever, by which the title which he or she might acquire from the Government of the United States, should inure in whole or in part to the benefit of any person except himself or herself; and if any person taking such oath shall swear falsely in the premises, he or she shall be subject to all the pains and penalties of perjury, and shall forfeit the money which he or she may have paid for said land, and all right and title to the same; and any grant or conveyance which he or she may have made, except in the hands of bona fide purchasers, for a valuable consideration, shall be null and void. And it shall be the duty of the officer administering such oath to file a certificate thereof in the Public Land Office of such district, and to transmit a duplicate copy to the General Land Office; either of which shall be good and sufficient evidence that such oath was administered according to law.

Sec. 14. *And be it further enacted*, That this act shall not delay the sale of any of the public lands of the United States beyond the time which has been or may be appointed by the proclamation of the President; nor shall the provisions of this act be available to any person or persons who shall fail to make the proof and payment, and file the affidavit required, before the day appointed for the commencement of the sales as aforesaid.

Sec. 15. *And be it further enacted*, That whenever any person has settled or shall settle and improve a tract of land, subject at the time of settlement to private entry, and shall intend to purchase the same under the provisions of this act, such person shall, in the first case, within three months after the passage of the same; and in the last, within thirty days next after the date of such settlement, file with the Register of the proper district, a written statement describing the lands settled upon, and declaring the intention of such person to claim the same under the provisions of this act, and shall, where such settlement is already made, within twelve months after the passage of this act, and where it shall hereafter be made, within the same period after the date of such settlement, make the proof, affidavit, and payment herein required; and if he or she shall fail to file such written statement as aforesaid, or shall fail to make such affidavit, proof, and payment, within the twelve months aforesaid, the tract of land so settled and improved shall be subject to the entry of any other purchaser.

APPROVED, *September 4th*, 1841.

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NEWSPAPERS IN THE STATE OF WISCONSIN.*

DAILIES.

Sentinel, Milwaukee.
Wisconsin, do.
Free Democrat, do.
News, do.
American, do.
Banner, do. German.
Volks Freund, do. do.
Seebote, do. do.
Atlas, do. do.
Grad Aus, do. do.
Courier, Oshkosh.
Democrat, do.
Courant, Berlin.
Journal, Racine.
Volksblat, do.
Gazette, Janesville.
Standard, do.
Patriot, Madison.
Argus and Democrat, Madison.
State Journal, do.

WEEKLIES.

Tribune, Mineral Point.
Democrat, do.
Herald, Shullsburg.
Herald, Lancaster.
Sentinel, Monroe.
Democrat, Racine.
Journal of Education, Racine, monthly.
Advocate, do.
Journal, do.
Volksblat, Racine, German.
Register, Whitewater.
Independent American, Platteville.
Democrat, La Crosse.
Republican, do.
North Star, do., German.
North Star, Hudson.
Chronicle, do.
Transcript, Prescott.
Beacon, Fountain City.
Advocate, do.
Spirit, Waupacca.
Herald, Plover.
Banner, Black River Falls.
Courier, Prairie du Chien.
Leader, do.
Times, Viroqua.
Independent, North Pepin.
Observer, Richland Center.
Pinery, Stevens' Point.
Miner, Kilbourn City.
Weyauwegan, Weyauwega.
Freeman, Sparta.
Watchman, do.
Republican, New Lisbon.
Courant, Berlin.
Telegraph, Eauclaire.
Democrat, do.
Chronicle, Superior.
Republican, do.
Mercury, Bayfield.
Herald, Reedsburg.
Central Wisconsin, Wausau.
Advocate, Green Bay.
Pioneer, Chilton.
Commonwealth, Fond du Lac.
Union, do.
Journal, do.
Conservator, Neenah and Menasha.
Argus, Horicon.
Star, Mauston.
Times, New London.
Ledger, Montello.
Republic, Baraboo.
Democrat, do.
Crescent, Appleton.

*From the Janesville Gazette and Free Press of Sept., 1857.

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Republican, Omro.
Journal, Columbus.
Democrat, Oshkosh.
Courier, do.
Phœnix, do., German.
Staat Zaling, do. do.
Journal, Fox Lake.
Phonetic Pantagraph, F. Lake, monthly.
Times, Waupun.
Home, Ripon.
Democrat, Watertown.
Chronicle, do.
Advertiser, do., German.
People's Paper, do. do.
Republican, Waukesha.
Democrat, do.
Democrat, West Bend.
Marquette Express, Marquette.
Democrat, Port Washington.
Advertiser, do.
Tribune and Telegraph, Kenosha.
Times, do.
Jeffersonian, Jefferson.
Wisconsin Chief, Fort Atkinson.
Citizen, Beaver Dam.
Evergreen City Times, Sheboygan.
Hollander, Dutch, do.
Journal, do.
Tribune, Manitowoc.
Herald, do.
Demokrat, do., German.
Nordwesten, do. do.
Gazette and Free Press, Janesville.
Democratic Standard, Janesville.
Sentinel, Milwaukee.
Wisconsin, do.
Free Democrat, do.
News, do.
American, do.
Atlas, do., German,
Grad Aus, do. do.
Seebote, do. do.
Bannes, do. do.
Volks Freund, do. do.
State Journal, Madison.
Argus and Democrat, do.
Patriot, do.
Wisconsin Farmer, do., monthly.
Western Fireside, do.
Church News, do., Norwegian.
North Star, do.
Emigranten, do.
Staats Zeitung, do. do.
College Monthly, Beloit.
Herald, do., tri-weekly.
Journal, do.
Conservator, Elkhorn.
Independent, do.
Messenger, Delavan.
Badger State, Portage City.
Rara Avis, do.
Reporter, do.
Record, do.
Journal, Washara.
Independent, Stoughton.
Independent Press, Monroe.

LAKE SUPERIOR NEWSPAPERS.

Lake Superior Journal, Marquette, Mich.
Ontonagon Miner, Ontonagon, do.
Bayfield Mercury, Bayfield, Wis.
Superior Chronicle, Superior, do.
Superior Republican, do. do.
North Star Advocate, Buchanan, Minn.

NOTE. — The Author returns thanks to the Press generally for past favors, and would request a continuance of their kindness for the future, by forwarding him copies of their papers containing important local information, care of the Publisher, by which he will be enabled to post up more fully on the various localities, in future editions.

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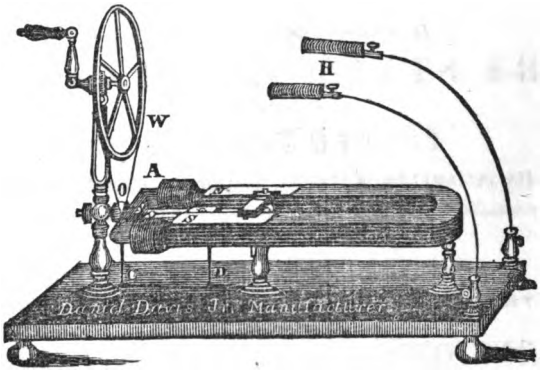

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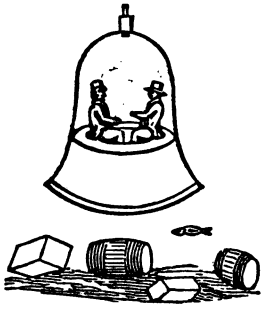

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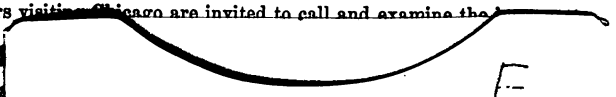

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